

WIN
A LUXURY TRAIN
ADVENTURE, PAGE 14

Boston & Maine • Riding with Lou Menk • 3 roundhouses

Classic Trains

THE GOLDEN YEARS OF RAILROADING

Spring 2007

DISPLAY UNTIL APRIL 30, 2007

Big steam up close

High-speed
cab rides
in Canada

First runs of C&O's
George Washington

4 favorite Chicago fantrips

Alco beasts on the Monon

Ohio crossroads: Marion, 1970

L.A. streetcars in color

4-8-4 meets
4-8-2 on Canadian
National, 1959

classictrainsmag.com

\$6.95 • \$8.95 Canada



ADD TO YOUR RAILFAN LIBRARY!



Guide to North American Railroad Hot Spots

Indispensable for railfans who travel, this guide takes you to 100 of the busiest, most interesting train-watching sites across the U.S. and Canada. Each spread includes a color photo and authoritative text about the site written by train-watching experts all over North America. Contributing Editor J. David Ingles. 8½ x 5½; 208 pgs.; 100 color photos; softcover. 01097 • \$24.95



Field guide to modern diesel locomotives

The new, user-friendly Field Guide to Modern Diesel Locomotives is essential for all railfans. Includes all the major spotting features and roster information for EMD diesels manufactured after 1972 and GE diesels after 1977. Features fantastic full-color rail photography and a variety of railroad paint schemes. 8¼ x 5½; 208 pages; 300 color photos; 30 illustrations; softcover. 01113 • \$28.95

Tourist Trains Guidebook

NEW!

This completely new guide to tourist train sites in North America is both a guidebook of selected train sites and a directory to hundreds of other fascinating train-related attractions. The guided selections give enhanced information about when to go, how to arrive, and tips on what to do when you get there. Includes more than 100 reviews of favorite train rides and museums selected by the editors of *Trains* magazine. Directory listings cover hundreds more train tourism sites and museums. Includes a laminated discount card good for savings on admissions prices. 5½ x 8½; 320 pgs.; 150 b&w photos; softcover. 01207 • \$18.95
Available March 2007



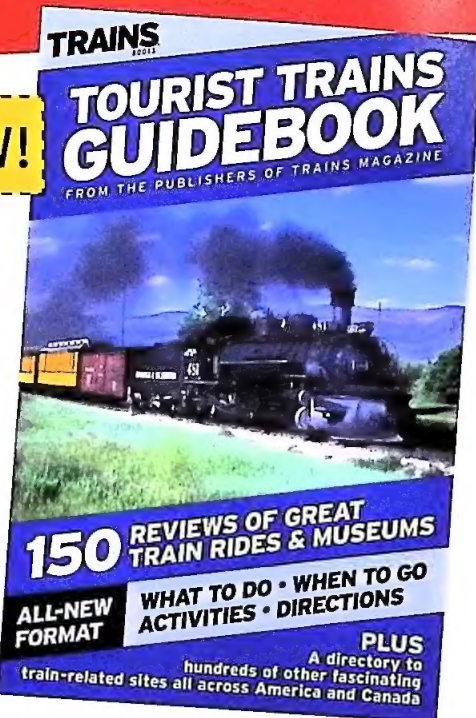
Guide to North American Steam Locomotives

The fascinating history and development of steam locomotives in North America. Tells the stories behind the locomotives, includes rosters, and explains wheel arrangements, streamlining, and more with photos, summaries, and specifications for hundreds of locomotives. By George H. Drury. 8¼ x 5½; 448 pgs.; 400+ b&w photos; softcover. 01051 • \$29.95



American Shortline Railway Guide, 5th Edition

Lists nearly 600 shortline and regional railroads in the United States and Canada. Includes line history, locations, radio frequencies, and locomotive data. By Edward A. Lewis. 8¼ x 5½; 368 pgs.; 100 b&w photos; softcover. 01073 • \$24.95



Trains BOOKS

AVAILABLE AT HOBBY SHOPS. VISIT HOBBYRETAILER.COM TO FIND A STORE NEAR YOU! OR ORDER DIRECT:

CALL 1-800-533-6644 Mon-Fri, 8:30am-5:00pm Central Time. Outside the U.S. and Canada, call 262-796-1615. Please have your credit card ready.

MAIL Send your order to Kalmbach Publishing Co., Dept. T2026, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986.

ONLINE
www.trainsmagbooks.com

SHIPPING AND HANDLING Canada add an additional \$2.00, other foreign add an additional \$5.00. For Wisconsin delivery, add 5% sales tax to total; for Pennsylvania delivery, add 6% sales tax to total. For delivery in Canada add 7% GST to total. Payable in U.S. funds. Prices and availability subject to change. Calculate shipping per merchandise total as follows: \$15.00 or less - \$4.95; \$15.01-\$30.00 - \$5.50; \$30.01-\$50.00 - \$6.50; \$50.01-\$75.00 - \$7.50; \$75.01 or more - \$8.50 06X1324RH

T2026

Editor Robert S. McGonigal
 Art Director Thomas G. Danneman
 Senior Editor J. David Ingles
 Contributing Editor John Gruber
 Graphic Designers Chuck Braasch
 Christy Weber
 Editorial Associate Angela Pusztai-Pasternak
 Librarian Nancy L. Bartol
 Publisher Kevin P. Keefe

Editorial
 Phone: (262) 796-8776
 E-mail: editor@classictrainsmag.com
 Fax: (262) 796-6468

Display Advertising sales
 Phone: (888) 558-1544, ext. 625
 E-mail: adsales@classictrainsmag.com
 Fax: (262) 796-0126

Customer service
 Phone: (800) 533-6644
 Outside U.S. and Canada: (262) 796-8776, ext. 421
 E-mail: customerservice@kalmbach.com
 Fax: (262) 796-1615

Retail trade orders and inquiries
 Phone: (800) 558-1544, ext. 818
 Outside U.S. and Canada: (262) 796-8776, ext. 818

Visit our Web site
 classictrainsmag.com

President	Gerald B. Boettcher
Vice President, Advertising	Scott Stollberg
Corporate Art Director	Maureen M. Schimmel
Managing Art Director	Michael Soliday
Corporate Circulation Director	Michael Barbee
Group Circulation Manager	Ken Meisinger
Circulation Specialist	Nicole Radomski
Circulation Coordinator	Valerie Jensen
Single Copy Sales Director	Jerry Burstein
Advertising Sales Manager	Mike Yuhas
Ad Sales Representative	Lori Schneider
Ad Services Representative	Lynn Boesen-Burnside
Production Manager	Annette Wall
Production Coordinator	Diane Olp

Single copy: \$6.95 U.S. Subscription rates: 1 year (4 issues), \$23.50; 2 years (8 issues), \$44.00; 3 years (12 issues), \$63.00. Canadian and foreign: 1 year (4 issues), \$30.00; 2 years (8 issues), \$56.00; 3 years (12 issues), \$80.00. Payable in U.S. funds drawn on U.S. bank (Canadian price includes GST.) BN 12271 3209 RT. Printed in the U.S.A. All rights reserved.

©2007 Kalmbach Publishing Co. Any publication, reproduction, or use without express permission in writing of any text, illustration, or photographic content in any manner is prohibited except for inclusion of brief quotations when credit is given. CLASSIC TRAINS assumes no responsibility for the safe return of unsolicited material. Acceptable photos are paid for upon publication. Feature articles are paid for upon acceptance. For information about contributing to CLASSIC TRAINS, contact the Editorial Associate.

CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter), (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Canada Publication Mail Agreement No. 40010760.

Going where the action was

We tend to treasure most the railroading we grew up with, the railroading in our own backyard. Even the most objectively mundane of trains—the casual branchline freight, commuter M.U.'s, cookie-cutter Geeps (or 2-8-2's) on coal drags—are endearing if we can call them *ours*.

But sometimes the local scene isn't enough. Though we'd never desert the home team, the urge to see what's just over the fence, around the block—or across an international border—can be irresistible. Many of us have memories of driving all night, forsaking regular meals and showers, devoting every spare nickel to purchasing film.

In this issue we have a couple of stories of exploration and discovery. As a young man in the late 1950's, Frank Barry wanted to see mainline steam locomotives, but they were gone from his part of the U.S. So he went to Canada, sometimes hitchhiking and camping out. As the title of his article—"Cab Rides in Canada" [page 20]—suggests, his travels were handsomely rewarded.

Bob Davis and a buddy were Penn Central employees in Philadelphia, where the only games in town were PC, Reading, and a dash of B&O, with few opportunities to see more than one road at a time. A trip out to Marion, Ohio [page 70], put them on a station platform which trembled to the trains of four railroads.

For Jim Neubauer, it was a matter of stirring up action at home. He'd been all over the country as a tour conductor, but saw the potential for some unique rail excursions out of his native Chicago. The four trips he organized in 1969 and '70 rank among his "favorite trains" [page 30].

We try to present stories like this in each issue of CLASSIC TRAINS. If you've got one you'd like to share, send it our way!

Robert S. McGonigal



Frank Barry

CN Hudson at Bayview, Ontario: Worth leaving home for.

ClassicTrains®

THE GOLDEN YEARS OF RAILROADING

Spring 2007 • Volume 8 Number 1

Contents



20

Friendly crews allowed a visiting American to get up close to Canadian steam

On the cover: Canadian National 4-8-4 6238, on an eastbound extra, charges toward passenger train 77 at London, Ontario, on January 29, 1959, as seen from the fireman's-side cab window of 4-8-2 6014 (see page 20). Frank Barry photo.



30

Welcome, folks, to Pekin, Illinois . . . on the Santa Fe!



44

Why Alco C628's ruled the Monon for only three short years





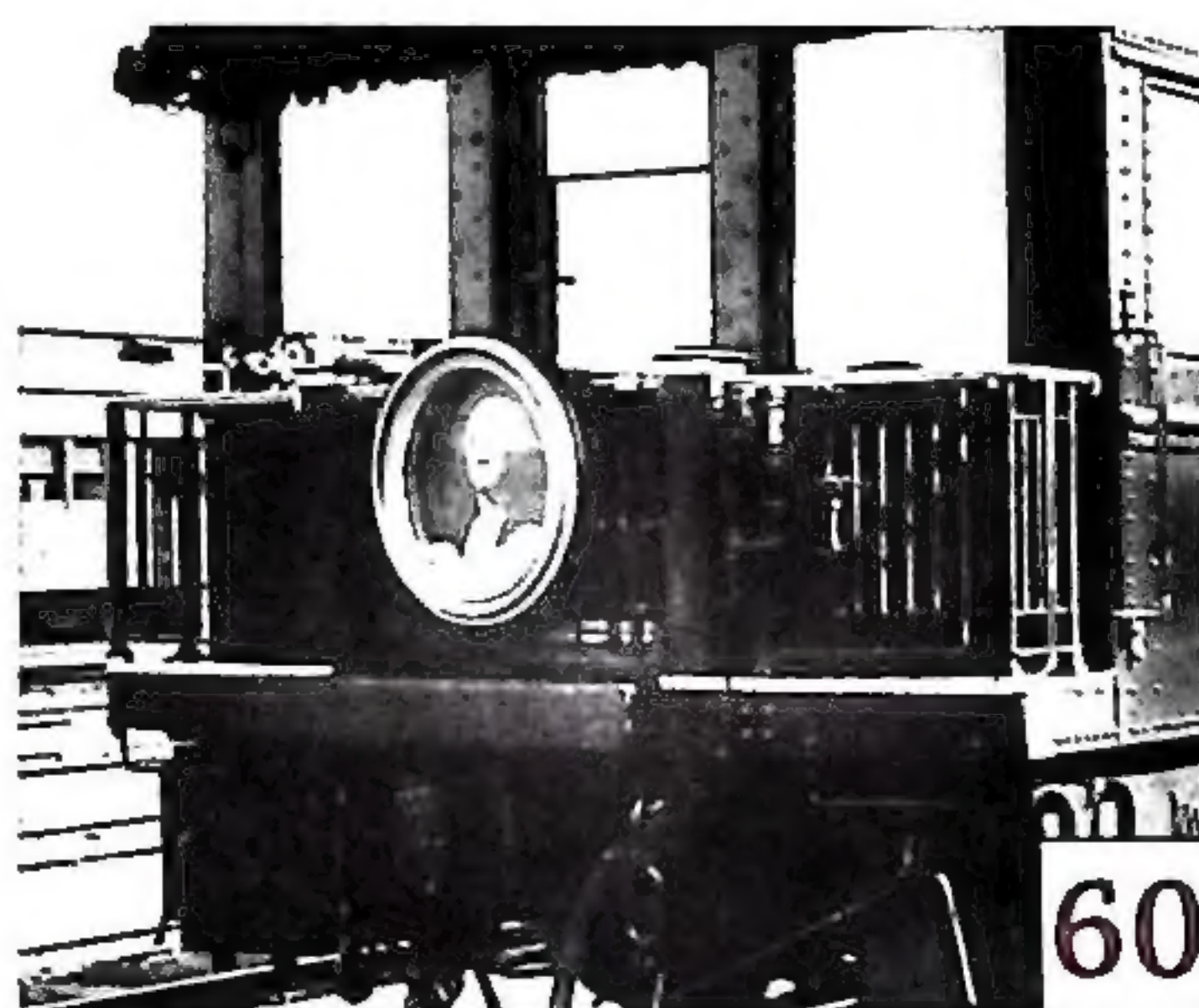
- 20 Cab Rides in Canada** • Frank Barry
Friendly steam-engine crews were the rule on three late-1950's trips
- 30 A Few of My Favorite Trains** • James A. Neubauer
Ever hear of the Chico Chief, Danville Flyer, Sterling 400, or Little Hi?
- 38 Bird's-Eye View: Roundhouses east, central, west**
Aerial views of Long Island, Rock Island, and Northern Pacific facilities



58

Lou Menk's fast schedule was being shredded

- 44 The Beasts of Lafayette** • Tony Koester
For Monon's big Alco C628's, it was three strikes and you're out
- 50 Photo Section**
Electric engine swaps, 4-6-2's and the Long Branch in color, and more
- 58 Jenk and Menk** • G. Mac Seabee
A 1960 "command performance" on the Frisco included a caboose ride
- 60 George Washington's Train** • Bob Withers
75 years ago, C&O tried for a flawless debut of its luxury train
- 70 One Day at . . . Marion, Ohio** • Robert L. Davis Jr.
On June 14, 1970, four railroads ran 33 trains past us in 9½ hours
- 76 Classics Today: Crossroads of History** • Kelly Lynch
Marion Union Station and AC Tower are both preserved



60

The illustration on the drumhead said it all



70

A sunny Sunday at busy Marion, Ohio

- 3 Editor's Page** *Going where the action was*
- 6 Contributors** *Meet this issue's crew*
- 8 True Color** *Three stars in alignment on the CB&Q*
- 10 Fast Mail** *Letters from our readers*
- 16 Fallen Flags Remembered** *Boston & Maine*
- 78 A Classic Year** *1965*
- 80 The Way it Was** *Tales of railfans and railroaders*
- 90 Car Stop** *L.A.'s yellow cars in twilight*
- 92 Ready Track** *Brief reviews of books*
- 94 Second Section** *R&LHS award winners*
- 98 Bumping Post** *Wilmington, N.C., on the Atlantic Coast Line*



AMERICA'S PIONEER MALLET

Old Maud - A Life & Times by Gregory P. Ames

A comprehensive 144 page biography of this famous locomotive with more than 150 photographs and illustrations in both black & white and color.

See your dealer or order
online at:

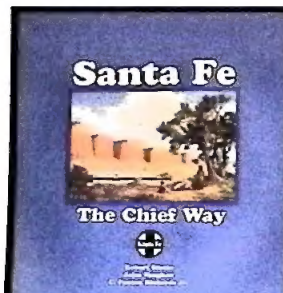
www.ontrackpublishers.com

ON TRACK PUBLISHERS, LLC

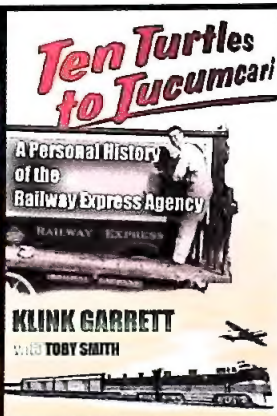
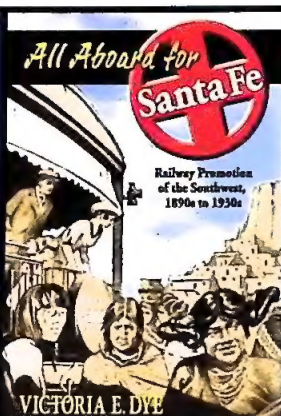
16 Mt. Bethel Rd. #281, Warren, NJ 07059

\$59.95 + Shipping

732-469-3503



THE TRAIN STOPS HERE



Available from your
favorite bookseller or unmpress.com
Call for a FREE CATALOG



**University of
New Mexico Press**
UNMPRESS.COM • 800.249.7737

23rd
Year

2007 RAILROAD TOURS

WINTER STEAM I & II - Feb 19, 22 - 23 Durango, Colorado and East Ely, Nevada
SNOWFLAKE EXPRESS - Feb 18 - 20 Private dome cars SF Bay Area to Reno RT
MINING STEAM OF CHINA - March 25 - April 7 Last of the Industrial steam in China
STEAM IN POLAND "100 YEARS" CELEBRATION - May 13 - 28 Lots of steam
WHITE PASS RAIL SPECTACULAR - Jun 13 - 18 Skagway charters on the WP&Y
GREAT SOUTHWEST TRAIN SPECTACULAR - July 1 - 8 Las Vegas "G" convention
DOMES TO FEATHER RIVER RR DAYS FESTIVAL - Aug 24 - 26 Portola festival
RAILROADS OF ECUADOR - Sept 8 - 16 Charter steam-diesel-railcars in the Andes
GEORGETOWN LOOP RAILFAN DAY - Sept 21 Steam charters with many run-bys
RIO GRANDE DURANGO RAIL ADVENTURE - Sept 26 - 29 Charters-all RG lettering
RIO GRANDE LA VETA PASS RAIL ADVENTURE - Sept 23 - 24 Starts in Alamosa
MODOC RAIL ADVENTURE - Oct 5-8. Former SP Modoc Line and Lake County RR's
NEW ENGLAND FALL COLORS RAIL SPECTACULAR - Oct 6 - 14 MA-VT-NH-ME
BLACK HILLS CENTRAL RAILFAN DAY - Oct 8 Three steam locomotives-run-bys
ROCKY MOUNTAIN EXPRESS - Oct 13-18 Private rail cars SF Bay Area - Denver RT
GREAT ARGENTINIAN RAIL ADVENTURE - Oct 26 - Nov 10 Four countries visited
MEXICAN COPPER CANYON RAIL ADVENTURE - Nov 8 - 15 Starts in Tucson, AZ
RUSSIAN TRAIN TOURS - Former USSR-China-Hong Kong-Tibet-Pakistan-India-Canada

Please ask for our 2007 all-color brochure.

1-800 359-4870 USA 1-800 752-1836 CANADA (530) 836-1745 Fax (530) 836-1748

**TRAINS
UNLIMITED TOURS**

1105 Terminal Way, Suite 111 • Reno, NV 89502 USA

E-mail: tut@PSLN.com

Visit our website: www.trainsunlimitedtours.com

Contributors

Carl R. Byron ["The B&M: A Century and a Half of Influence," pages 16-19] is a charter member of the Boston & Maine Historical Society. This is fifth byline with us, including three in CLASSIC TRAINS Special Editions.

Robert L. Davis Jr. ["One Day at . . . Marion, Ohio," pages 70-75] traces his interest in railroading to sojourns, "at age 6 or so," with his mother to the local station to see the Pennsylvania Railroad's passenger train in his hometown of Crisfield, Md., on the Delmarva Peninsula. He worked for PRR for one summer during college, then "went railroading for good" in 1968 when he hired out with Penn Central after finishing active military service, which included a year in Vietnam. He put in 31 years with PC and Conrail, "mainly in the automotive department," leaving in 1999 when Conrail was split up. He and his wife then moved from eastern Pennsylvania to western Wyoming, where "a new 28-by-40-foot HO model railroad in our big basement keeps me busy during our long winters." This is Bob's first CLASSIC TRAINS byline.

J. Anthony "Tony" Koester ["The Beasts of Lafayette," pages 44-49] was born in Iowa in 1942 and moved to Cayuga, Ind., in 1951, just in time to see the last four years of steam on Nickel Plate's St. Louis Division (which he now models in HO). He attended high school in Michigan City and majored in electrical engineering at Purdue University at Lafayette, both cities served by NKP and Monon. After graduation he worked for a civil-engineering firm in Lafayette when the Alco C628's ruled the Hoosier Line. Tony moved to New Jersey in 1969 to work for Carstens Publications and was editor of *Railroad Model Craftsman* until 1981, when he joined Bell Telephone Laboratories. He retired from its successor, Telcordia Technologies, in 2001 and now serves as a contributing editor to our sister magazine MODEL RAILROADER and as editor of its MODEL RAILROAD PLANNING



annual. He has written four books about model railroad planning and design and, most recently, coal railroading. This is his third CLASSIC TRAINS byline.

Kelly Lynch ["Classics Today: Crossroads of History," pages 76-77] is a 21-year-old student filmmaker from Spencerville, Ind., and is the great grandson of a New York Central master mechanic. He serves as public relations officer for the Fort Wayne Railroad Historical Society, where he is on the locomotive crew, and he is a regular volunteer as a fireman on the Ohio Central. Lynch was one of the "Young Guns of Steam" in the May 2006 issue of TRAINS magazine and covered the restoration of the Fort Wayne group's Nickel Plate Berkshire 765 in June 2006 TRAINS. Kelly is currently directing a period film primarily set in Buffalo (N.Y.) Central Terminal and is in pre-production on a World War II version of "The Great Locomotive Chase." This is his first CT byline.

James A. "Jim" Neubauer ["A Few of My Favorite Trains," pages 30-35] edits the membership newsletter *The Steamer!* for Mid-Continent Railway Historical Society, on whose seniority roster of train conductors he is No. 2. Mid-Continent still operates the museum railroad at North Freedom, Wis., near Baraboo, that hosted Jim's "Little Hi" passengers in 1970. Jim, a lifelong Chicago resident, worked for Rock Island Lines 1951-58, was Kalmbach's Sales Promotion Manager 1970-74, and retired from yard-office work on the Chicago & North Western after almost 20 years in 1995, when Union Pacific took over. His biographical sketch on pages 6-7 of Spring 2006 CT, for his "One Day at . . . North Philadelphia," was correct in predicting that would not be his last byline for us.

G. Mac Seabree ["Jenk and Menk," pages 58-59], founder of book and magazine publisher Interurban Press, is retired and living in Vancouver, Wash. This is his fourth CLASSIC TRAINS byline.

Bob Withers ["George Washington's Train," pages 60-69] is a reporter for the *Herald-Dispatch* newspaper in Huntington, W.Va. He's had four previous articles in CLASSIC TRAINS. ■

SOUTHERN PACIFIC VINTAGE STEAM

Rare 1940's and 50's film footage of SP steam. Action from several different photographers includes East Bay Region, Altamont Pass, San Pablo Bay and the San Ramon Branch. Over 10 different wheel configurations of SP steam are included. DVD 60 min. - music and narration only \$29.95. See complete description online.



GREG SCHOLL VIDEO PRODUCTIONS

Professional Videos • Prompt Service • Since 1984

PO Box 123, Dept CT2, BATAVIA, OHIO 45103

PHONE: 513-732-0660 • FAX: 513-732-0666

Shipping: U.S.: add \$5 for Total Order. 1 or 2 items sent 1st Class. 2 or more sent Media Mail - still only \$5. Canadian: \$5 for 1st. \$2 ea addl. OVERSEAS: \$7 1st. \$3 ea addl. AIRMAIL: Ohio res. add 6.5% sales tax. All prices \$US. Order by phone, mail, fax, or secure web site.

VISA <http://www.gregschollvideo.com>

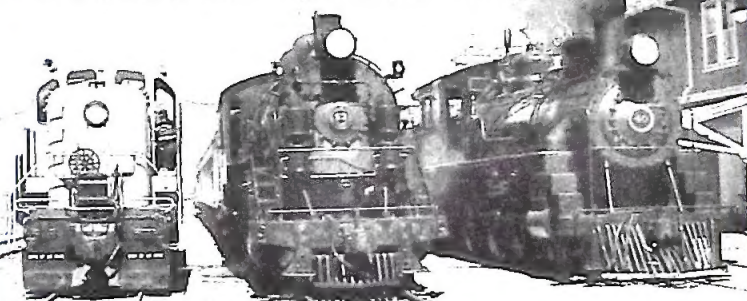


Be a part of Chessie's Road!



Join Us for the Best in Railroad History and Modeling!
Monthly Magazine and Much More! Membership \$39.00
www.cohs.org 1-800-453-2647
Headquarters and Archives in Clifton Forge, VA

YOUR HAND ON THE THROTTLE!



Find Out for Yourself What It's Like!

Rent a Steam or Diesel Locomotive and Head Out on the Mainline!

Steam Locomotive Rental

14 mile round trip • \$645

Diesel Locomotive Rental

22 mile round trip • \$445

Ultimate Experience: Steam & Diesel Rental • 36 miles • \$965

Visit our website or call for complete details and calendar.

NEVADA NORTHERN RAILWAY

1100 Avenue A • PO Box 150040 • Ely, NV 89315 • (775) 289-2085 • (866) 407-8326 • www.nnry.com

When the Railroad Leaves Town

American Communities in the Age of Rail Line Abandonment
Western United States, vol. 2

\$39.95 hb • \$24.95 pb • \$4 s/h 368 pp. • 61 maps • 128 photographs

Joseph P. Schwieterman offers a fascinating look at the rise and fall of rail service in 58 towns throughout the West. Heavily illustrated and packed with interesting operational details, each of these towns is featured in a five-page chapter with a map and photographs.

Eastern U.S., vol. 1, also available

COMMUNITIES FEATURED IN THIS VOLUME INCLUDE:

Alaska
Nome (Sev P)

Arizona
Prescott (AT&SF, P&AC)
Tombstone (SR, T&S)

Arkansas
Booneville (CRI&P)
Eureka Springs (M&A)

California
Beverly Hills (PE, SP)
Coronado (SD&AE)
Folsom (CC, SP&N, SP)
Glenwood (SP)
Laws (SP)
Monterey (SP)
Newport Beach (PE, SP)
Placerville (CP<, SP)
San Rafael (NWP/SP)

San Monica (PE, SP)
Sausalito (NWP)
Yacaville (SN, SP)

Colorado
Aspen (CML, D&RGW)
Chippie Creek (FCC, MT, CO)
Gunnison (C&S, D&RGW)
Lakeside (C&S, D&M)

Hawaii
Honolulu (OR&L)

Idaho
Avery (Mibw)
Wallace (NP, UP)

Illinois
Carpentersville (C&NW)

Iowa
Decorah (Mibw, CRI&P)
West Branch (CRI&P)

Kansas
Valley Falls (AT&SF, MP, UP)

Louisiana
Ferriday (MP, T&P, L&A)

Minnesota
Currie (C&NW)
Ely (DM&IR)

Montana
Harlowton (Mibw)
Red Lodge (NP)

Nebraska
Long Pine (C&NW)

Nevada
Boulder City (UP)
Carson City (V&T)
Virginia City (V&T)

New Mexico
Española (D&RGW)
Farmington (D&RGW)

North Dakota
Ward City (GN)

Oklahoma
Oklahoma (FS&W)

Oregon
Astoria (SP&S)
Burns (UP)
Seaside (SP&S)

South Dakota
Hot Springs (C&NW, CB&Q)

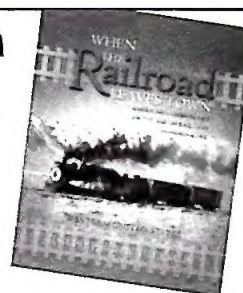
Texas
Fredericksburg (F&N)
Kerrville (SP)
Mineral Wells (T&P)

Utah
Park City (DRG&W, UP)
Preston City (CP/UP, SP)

Washington
Bothell (NP)
Issaquah (NP)
Lynnwood (Pac NWT)
Port Angeles (Mibw)

Wisconsin
Lake Geneva (C&NW)
Platteville (C&NW, Mibw)
Sturgeon Bay (A&W)

Wyoming
Riverton (C&NW)



100 E. Normal St. • Kirksville, MO 63501 • (800) 916-6802
<http://tsup.truman.edu>

True Color



Hat trick on the triple-track

Here at Aurora, Ill., the west end of the Burlington Route's triple-track main line into Chicago, there's a traffic jam of sorts on August 27, 1965. The Hill Lines' three top streamliners from the West Coast—Northern Pacific's *North Coast Limited*, Great Northern's *Empire Builder*,

and Burlington's (with Rio Grande and Western Pacific) *California Zephyr*—are standing side-by-side on the three main tracks at the Aurora passenger station. Although their schedule times are close (the *North Coast* is due at 12:55 p.m., the *Builder* at 1:15, and the

CZ at 1:20), they shouldn't all be here at once. A freight derailment ahead has the elite trio cooling their heels together. Kudos to photographer Bob Morrison, a passenger on the *Empire Builder*, for getting off and walking back beyond the observation cars to record the gathering.

R. R. Morrison



Wagons, ho!

Steve Glischinski's "Tracking Midwestern F's in the 1970's," [pages 22-31, Spring CLASSIC TRAINS], brought back very fond memories. I did much the same thing at just about the same time, only in the Chicago area.

Chicago & North Western, Milwaukee, Soo Line, Rock Island, and Illinois Central Gulf were all still running E and/or F units in the late '70's. I chased after all of them, but the Soo F units were my favorites. On weekends I would rise early and head to the Schiller Park yard office to get the day's lineup from a friendly operator named George. If a train was coming with an F in the lead, I was usually greeted with, "You've got one coming!" If that was the case, I'd hit a pay phone and call friends Don Ellison, Bill and Mike Raia, and Gary Crawford, and the chase would be on.

Don and I also made many trips to Fond du Lac, Stevens Point, and the Twin Cities in pursuit of Soo F's; BN's got in the act a few times, too, on trips to Duluth-Superior.

I have connection to the subject of Steve's following article about Soo FP7 2500-A ["Jewel of a Museum Piece" in "Classics Today," pages 32-33]. My dad worked for the Soo at Schiller Park, and knowing that the F's were being retired, he "liberated" a few EMD builder plates, one of which happened to be the only one left on the 2500-A.

Years later, when the unit was donated to the Lake Superior Railroad Museum, I learned it would be repainted into the original color scheme, so I contacted the museum and made arrangements to give them the plate.

Lou Gerard, Skokie, Ill.

I've always liked the "covered wagons." I hired out on the Milwaukee Road in 1967 and first spent a few years hostling at Bensenville, Ill., and Western Avenue yard in Chicago. I could have held other jobs as a fireman, but I liked hostling because I was around the F units a lot. After I was promoted to engineer and was called back for transfer work, I got the 97A and 104C, back-to-back FP7's. Could they pull! Another engineer fixed the Mars light on the 104C, and we would use it coming back from Belt Railway of Chicago's Clearing



Alan Byer

C&O fireless 0-6-0 36, pictured in 1965, was one of three (35-37) built by H.K. Porter in January 1949 for switching chemical plants on Blaine Island in the Kanawha River at Charleston, W. Va.

Yard to Bensenville—that swinging light looked great!

Robert I. Janin, Wheaton, Ill.

Yes, via Fort Wayne

Having lived in Indiana for about 11 years, I greatly enjoyed Gil Reid's reminiscences of a time 25 or so years before I arrived there ["Indiana Train-Ride Trilogy," pages 68-69]. I thought Gil's memory might be slipping when he wrote about riding Pennsylvania train 200, the *Southland*, to Valparaiso on "the Fort Wayne" [main line]. In my time, the overnight Cincinnati train, which I rode, went via the old South Chicago & Indiana line to Bernice, Ill., and onto the old Panhandle to Logansport, then to Richmond, Ind., and I assumed all Cincy trains went that way . . . until I looked in a 1941 *Official Guide*. One learns something new all the time—and then I was sad for never having ridden the Fort Wayne-Richmond line, almost all of which is gone.

Dwight Long, Lewes, Del.

Last-steam mystery still unsolved

I read with obvious interest J. David Ingles' story about the last steam-locomotive operation on a Class 1 common carrier, Colorado & Southern or Lake Superior & Ishpeming ["An Unsolved Mystery It Remains," in "The Way It Was," pages 88-89]. In an old "Rail Photo Service News," it was reported that the last use of steam by the LS&I was in

September 1962, and somewhere else, I cannot recall where, it was reported that 2-8-0's 21 and 23 were the last in service. The Association of American Railroads' "Yearly Summary of Locomotive Ownership and Condition" for January 1, 1963, shows LS&I with eight locomotives owned, of which three were stored serviceable. I used this information in my book *American Steam Finale 1954-1970*, published by South Platte Press in 2001.

Another late Class 1 steam outpost was the three 0-6-0 C-8 class fireless locomotives used by the Chesapeake & Ohio to switch chemical plants at South Charleston, W.Va. C&O said one worked into 1964 [some sources say into 1965], although the exact last date is unknown. And of course, as stated, Rio Grande's narrow-gauge 2-8-2's continued in regular freight service until Friday, December 6, 1968 ["Last Train on the Narrow-Gauge," by Al Chione, pages 72-79, Winter 2002 CLASSIC TRAINS].

Lloyd E. Stagner, Newton, Kans.

Yes, indeed, I took the slide [page 88] of the Marquette & Huron Mountain work train, in November 1963. To the best of my knowledge, this was M&HM's first train, it having just purchased the Big Bay branch from the L&SI in early summer. The train was operated strictly to haul bridge timbers and supplies. Each bridge was inspected before we crossed, and if repairs

were needed, the gang unloaded the necessary materials. I rode with a friend, Stan Bye, and eventually we found our way from caboose No. 7 up into the cab, and the fireman, a retired LS&I man, gave us the "honor" of firing the locomotive part of the time.

The previous summer, on July 16, 1962, Stan and I spent the day riding LS&I 2-8-0 No. 19 out of Negaunee to Eagle Mills. Negaunee roundhouse was the site of LS&I's only steam operation that summer.

I visited with LS&I's superintendent of motive power, who came from Green Bay on the C&NW, and he told me he'd been hired to dieselize the property, but he was short of engines that summer and still had to use steam occasionally. When I returned in mid-August, all of LS&I's steam locomotives were cold. I have no way of knowing if LS&I used any steam afterward.

Larry Easton, Neenah, Wis.

On a related note, I have long wondered what engine brought down the curtain on daily revenue non-fireless steam-locomotive usage in the U.S., which occurred at Northwestern Steel & Wire's mill at Sterling, Ill., in 1980 ["Classic Year 1980," Spring 2005, page 97]. NWS&W 0-8-0 73 had its "throttle closed" in official ceremonies attended by media and company officials, but supposedly at that moment, another of the ex-GTW 0-8-0's was still working somewhere back in the mill.

Les Beckman, Crown Point, Ind.

Saddletank survivor

The 0-4-0T saddletanker mentioned by Harry V. Noble in his "Green Beans and Trains," in "The Way It Was" [pages 79-80], survives at the Whitewater Valley Railroad, our diesel-powered tourist line operating in southeastern Indiana.

The engine, which Noble referred to as "saddletanker 11," is a 1924 Vulcan. It was built for Southwest Portland Cement and served that plant, near what is now Fairborn, Ohio, until 1958.

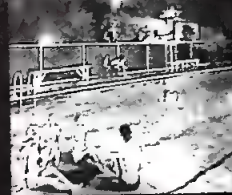
When diesels replaced it, No. 11 was "stuffed and mounted" in a display at the plant entrance, along with two dump cars, until 1992, when it was donated to our railroad. A few years later, it was partially disassembled to explore doing

O. WINSTON LINK MUSEUM

Celebrating the Photography of O. Winston Link



Over 300 of Winston Link's Photographs documenting the last days of steam power on the N & W Railway



101 Shenandoah Ave • Roanoke, Virginia 24016 • (540) 982-5465 • www.linkmuseum.org

Colorado Railroad Museum

Built by Old Dreamers



Restored for New Ones



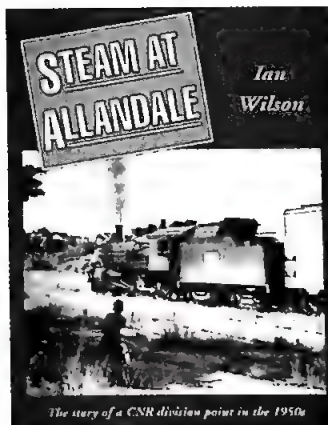
Discover Colorado's rich railroad heritage at the Colorado Railroad Museum. It's about family, it's about fun, it's about time!

17155 W. 44th Avenue, Golden Colorado, 303-279-4591 • www.crrm.org

Announcing a Feb. 2007 re-release of our most sought-after title

Steam at Allandale

by Ian Wilson



Back in 1998, we had no idea that the 3,000 copies of our debut title would sell so quickly. Or that the book would earn a coveted Gold Award from the International Association of Printing House Craftsmen. Or that another five volumes would follow over the next eight years. After receiving hundreds of appeals, we have ordered a short print run of *Steam at Allandale*, updated with new locomotive commentary. Act quickly if you would like a copy; it may be another eight years before we do this again!

\$69.95 Cdn. or \$64.95 U.S. See our website for other titles.

SHIPPING: \$10 CANADA, \$12 U.S.A. CANADIAN ORDERS ADD 6% GST TO BOOKS & SHIPPING

Canadian Branchline Miniatures

www.canadianbranchline.com

Order online or direct: Box 2565, Orillia, ON L3V 7B1

info@canadianbranchline.com



SANTA FE WARBONNETS at:

San Diego - E-1 (pictured)

Denver - E-8

Cajon Pass - F-7's

Pasadena Calif. - F-7's

Sullivan's Curve - F-7s

Ft. Worth, TX - PA's

BY JOHN WINFIELD

\$30 Ea PPD, or 3 for \$75 PPD.

MANY OTHERS ON OUR WEBSITE:

*call or order on line for
immediate delivery.*

www.tracksidesprints.com

Trackside

PRINTS &
HOBBIES

281-583-5342

Box 680503, Houston, TX 77268-0503

e-mail: jhink844@sbcglobal.net

Two New All-Color Books for Early 2007
from Four Ways West Publications



**NEW HAVEN
COLOR PICTORIAL
- Volume Three -
The East End
by David R. Sweetland
January**

**WISCONSIN CENTRAL
HERITAGE
- Volume One -
by John Leopold
February**

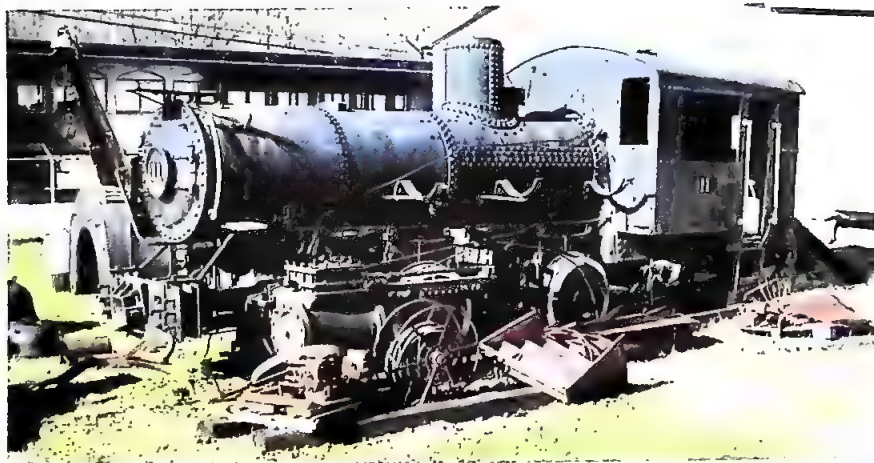


Take advantage of these two new hardbound all-color 128-page books featuring railroad photography at its best. To receive your copy upon publication, order before Feb. 15, 2007 to take advantage of our special pre-publication offer of only \$46 plus \$4 shipping/handling, \$8 foreign. Cal res. add \$3.75 sales tax. Don't miss all the action, order today! The regular price will be \$59.95 each + \$4 shipping \$8 foreign

Four Ways West

14618 Valley View Ave - La Mirada, CA 90638-4351
Visa or MasterCard orders - Fax orders to: 714-521-5684
Phone orders to: 714-521-4259 (8 - 6 Pacific Time)
Visit our website: www.fourwayswest.com

Fast Mail



John R. Hillman

The saddle-tanker that Harry Noble watched in the late 1940's awaits restoration in Indiana.

a restoration, but like many projects at museums and tourist lines, that is in limbo, as the above photo reveals.

*John R. Hillman, President
Whitewater Valley Railroad
Connersville, Ind.*

Not the Missouri River Eagle

I enjoyed "Busy Hands, Busy Feet," [pages 54-55] at least as much as Dan Pope did when he first saw those Missouri Pacific slides, but the train pictured is not the *Missouri River Eagle*, as the editors surmise. At the time, the *Eagle* was a matched set of at least five passenger cars plus a baggage car, and the consist included a dome car. I rode the *Missouri River Eagle* regularly from when it went into service in the late 1940's until 1960 and maneuvered for the front seat of the dome every time.

If the site was indeed Independence, Mo., the timetable for the period suggests the train pictured is probably the unnamed Kansas City-St. Louis afternoon train 14, which left Independence at 4:18 p.m. Its consist included coaches, a diner-lounge, and a parlor car.

*James T. Fulton
Corona del Mar, Calif.*

The photos on pages 54-55 near the Independence depot brought back pleasant memories. My dad would take our family down to the MoPac depot to watch the *Eagles* come in. It didn't matter which train, day or night (those were the best), as long as it was east-

bound. You see, Independence was a flag stop, and that is what made things interesting. Eastbound, the depot was located around a right-hand curve which restricted the engineer's view until he was a quarter mile from the station. As a train approached at track speed, the Mars light would flash off of the retaining wall on the far side of the Winner Road overpass, announcing its arrival. As the head end went underneath the road, the engineer would first be able to see if the station agent was out with his red flag or lantern.

This is when the show would start. As the engineer acknowledged the flag with a short toot, all hell would break loose—MoPac's equivalent of driving up to a red light at 60 mph and locking up the brakes. The *Eagle* would come in at what seemed like Run 8, to keep the slack stretched, with a huge show of sparks from every wheel. After the train literally ground to a stop, the passenger(s) would board and the race would be on again. These were not Amtrak's "Do not disturb the passengers" stops but genuine "Let's put on a show for the folks because we can" stops. Those crews were pros in every sense of the word and always fun to watch. After the train left, we'd go up the street to Slover's Ice Cream shop on Winner Road, where Dad would treat us to a scoop of Slover's finest.

In response to Dave Ingles' reference [on page 60 in "One Day at . . . Kansas City"] to not having ridden

Gulf, Mobile & Ohio's doodlebug out of Kansas City, my dad took us to Glasgow, Mo., and back on that train the last Saturday before it was taken off in spring 1960. We rode east in the morning out of Independence to Glasgow (about 100 miles), where we had a lay-over of several hours, with plenty of time for lunch, before catching the westbound doodlebug back. I was 9 at the time, and that little train made a big impression on me.

Ray Gebhardt, Salinas, Calif.

New Orleans was the place to be . . .

Thanks to Ken Marsh for his photos and story ["Crescent City Nirvana," pages 70-75], and also to the late James G. La Vake for his photos when New Orleans Union Passenger Terminal was new. I grew up in New Orleans, and the years around 1960 indeed were a wonderful time to watch all the passenger-

train activity there. I remember riding with my folks over the Claiborne Avenue overpass and seeing all the passenger equipment and the diversity of the many railroads. Photos of Louisville & Nashville No. 12, the commuter train to Pass Christian, Miss., as appears on page 74, are rare.

Michael A. Walsdorf, Mandeville, La.

. . . and so was Vancouver

The Winter "Car Stop" entry, "What a Way to See Vancouver!" [pages 90-91], brought back memories. First, though, Vancouver is not on Puget Sound, but off the Strait of Georgia on English Bay and Burrard Inlet.

I lived in Vancouver in the 1930's, and those observation or "sightseeing" cars went by our apartment on 41st Avenue daily during the summer. One day my mother and I took a ride. A commercial photographer took a pic-

ture of the car and passengers early along the route and had prints for sale at the end of the trip. We bought one, and it clearly shows us.

John Illman, Nordland, Wash.

Winter corrections

Page 32, Soo Line had eight FP7's (2500A-2501A, 500A-503A, 504-505), not seven as the editors stated.

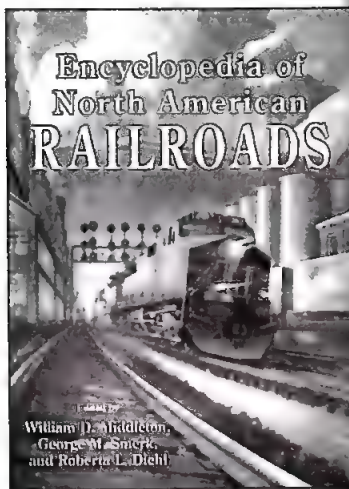
Page 40, Southern Pacific had 195 AC 4-8-8-2 cab-forward locomotives, not 295. It also had cab-forwards of 2-6-6-2, 4-6-6-2, and 2-8-8-2 wheel arrangements.

Page 66, Santa Fe had nine, not eight, EMD FP45's. ■

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@lclassictrainsmag.com. Letters may be edited for length and clarity.

ENCYCLOPEDIA OF NORTH AMERICAN RAILROADS

Edited by
**William D. Middleton,
George M. Smerk,
and Roberta L. Diehl**
Lavishly illustrated and a joy to read, this is the authoritative reference work on the North American continent's railroads, including the U.S., Canadian, Mexican, Central American, and Cuban systems.



"This landmark book will immediately become essential reading for anyone with an interest in railroading. Whether you're a professional railroader or a dyed-in-the-wool enthusiast, you're sure to find the answer in the Encyclopedia."

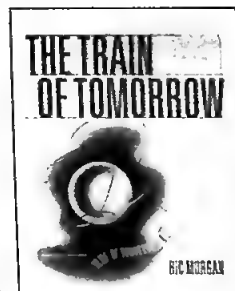
—Kevin P. Keefe, Publisher, *Trains*
cloth \$99.95

THE TRAIN OF TOMORROW

Ric Morgan

The Train of Tomorrow, the first train to feature a modern dome car, was a concept train built by General Motors for the promotion of diesel locomotives. This book, which includes nearly 200 photographs, drawings, and documents, as well as the diary kept during its inaugural tour, restores it to its rightful place in history.

Railroads Past and Present
May 2007 • cloth \$49.95



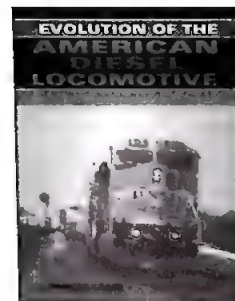
NEW FROM INDIANA

EVOLUTION OF THE AMERICAN DIESEL LOCOMOTIVE

J. Parker Lamb

A comprehensive narrative and necessary history of the development of the American diesel locomotive.

Railroads Past and Present
June 2007 • cloth \$39.95



INDIANA UNIVERSITY PRESS

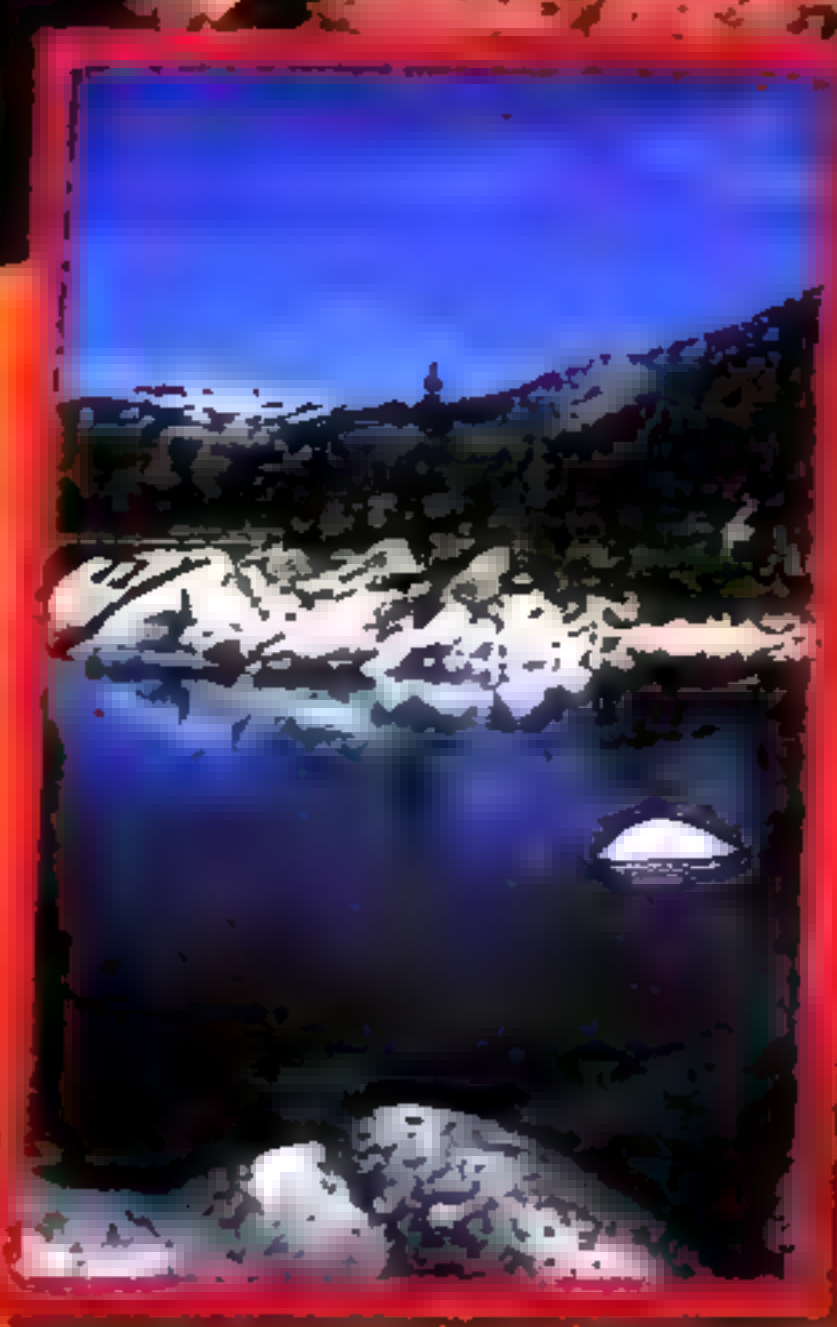
800-842-6796 • iupress.indiana.edu



CLASSIC TRAINS - 2007 Sweepstakes

Win a **GREAT RAIL ADVENTURE!**

Enter online at www.classictrainsmag.com/sweeps



GRAND PRIZE

...or win one of

16 OTHER PRIZES!

**The Rockies,
Sierras & Napa
Trip Between
Colorado and**



FIRST PRIZE

TWO AWARDED

2007 SWEEPSTAKES

Official Entry Form

☐ **YES!** Enter me in the 2007 Great Rail Adventure Sweepstakes and start or renew my subscription to *Classic Trains* (4 issues for \$23.50). I'll save 15% off the newsstand price!

Name _____

Address _____

City _____ State _____ Zip _____

☒ **YES!** I would like to receive occasional news, updates, and special offers via e-mail from *Classic Trains* magazine.

E-mail: _____

☐ Sweepstakes entry only. I do not wish to subscribe or renew at this time.

NO PURCHASE NECESSARY. One entry per household. See ad for complete details. Canadian price \$30.00. (GST included, payable in U.S. funds). Foreign price \$30.00 (payable in U.S. funds, checks must be drawn on a U.S. bank). Savings based on annual newsstand price of \$27.80. Make checks payable to Kalmbach Publishing Co.

Save a stamp!

Enter online at classictrainsmag.com/swe

Shopping Spree
products advertised in the February, April 2007 issues of *Trains* and/or the issue of *Classic Trains* magazines — up to

FOUR AWARDED
of Kalmbach Products
railroading library with \$50.00
beautiful books, dramatic videos,
dars.

THREE AWARDED
Subscription

ENTER

THE 2007

**Great Rail
Adventure**

SWEEPSTAKES!

Hurry!

Entries must
be received by
May 11, 2007

HURRY!

Entry deadline: May 11, 2007 Save a stamp!
Enter online at www.classictrainsmag.com/swe
Or fill out and mail the attached card!

Trains/Classic Trains 2007 Sweepstakes

1. No Purchase Necessary. The official start date of the *Trains/Classic Trains* 2007 Sweepstakes — Great Rail Adventure is December 21, 2006. Official entry forms are bound in the February, March, and April 2007 issues of *Trains* and the Spring 2007 issue of *Classic Trains*. The *Trains/Classic Trains* 2007 Sweepstakes — Great Rail Adventure is open to residents of the United States and Canada (except Quebec) only, 18 years of age or older. Employees (and their dependents) and immediate household members of Kalmbach Publishing Co., their advertising and promotional agencies, and participating sponsors are not eligible to participate.

2. Sweepstakes Entry: To enter, complete and mail the official entry form or send a postcard with name, address, city, state or province, and zip code or postal code to: The *Trains/Classic Trains* 2007 Sweepstakes — Great Rail Adventure, P.O. Box 1427, Waukegan, IL 60087-1427. Or enter online at trainsmag.com/sweeps or classictrainsmag.com/sweeps by filling out the Online Entry form and hitting the "Submit Entry" key. The Online Entry form must be filled out completely to be eligible. Incomplete or defaced entry forms are void. One entry per household. The official ending date for the *Trains/Classic Trains* 2007 Sweepstakes — Great Rail Adventure is May 11, 2007, and all entries must be transmitted or postmarked no later than that date.

3. Prizes and Odds of Winning: One drawing will be held on or about July 10, 2007, for the following awards: One Grand Prize consisting of a seven day, six night Rockies, Sierra and Napa rail adventure for two with Granddaddy Rail Journeys and Ascent on Travel USA. The tour begins in Denver, Colorado and ends in Oakland, California. During the tour, 6 nights will be spent aboard the train in a Vintage Pullman cabin or upgraded accommodations at the time of trip departure. Day 1 Arrive in Denver, Colorado — dinner and overnight accommodations aboard the train included. Day 2 Rail through the Colorado

Rockies — breakfast, lunch, dinner, and overnight accommodations. Day 3 Rail through the Sierras — breakfast, lunch, dinner, and overnight accommodations. Day 4 Rail through the Napa Valley — breakfast, lunch, dinner, and overnight accommodations. Day 5 Rail through the Napa Valley — breakfast, lunch, dinner, and overnight accommodations. Day 6 Rail through the Napa Valley — breakfast, lunch, dinner, and overnight accommodations. Day 7 Rail through the Napa Valley — breakfast, lunch, dinner, and overnight accommodations. The Grand Prize is valued at \$42,950 U.S. and includes all transportation, meals, and accommodations. Substituting prizes is not allowed. Any requirement of winning depends on the number of entries received. Sweepstakes ends at 11:59 PM on May 11, 2007.

CLASSIC TRAINS - 2007 Sweepstakes

Win a GREAT RAIL A

Hurry!

Entries must be received
by May 11, 2007



Affix
postage
here



P.O. BOX 1427
WAUKESHA WI 53187-1427



GRAND PRIZE

...or win one of

16 OTHER PRIZES!

**The Rockies,
Sierras & Napa
Trip Between
Colorado and
California**



ACCENT ON TRAVEL USA

1-800-347-0645

3939 S. 6th St #331 • Klamath Falls, OR 97603

www.accentontravelusa.com

accentontravel@juno.com

GRANDLUXE
RAIL JOURNEYS

FORMERLY AMERICAN ORIENT EXPRESS

Accent on Travel USA, GrandLuxe Rail Journeys, and *Classic Trains* magazine will provide one winner and one guest with a 7-day excursion from Denver, Colorado to Oakland, California. Stops include Arches & Canyonlands National Parks, Salt Lake City, Lake Tahoe, and Napa Valley. Six nights will be spent on the train. This trip will allow the winner and one guest to experience the country's most stunning mountain scenery, the most inspiring landscapes, plus Northern California's most fertile vineyards in one relaxed trip.

<http://www.americanorientexpress.com/html/tours/rockies-sierras-Napa07GLR.html>

FIRST PRIZE

TWO AWARDED

\$200.00 Shopping Spree

Choose any products advertised in the February, March, and April 2007 issues of *Trains* and/or the Spring 2007 issue of *Classic Trains* magazines – up to a \$200 value!

SECOND PRIZE

FOUR AWARDED

\$50.00 of Kalmbach Products

Add to your railroading library with \$50.00 worth of beautiful books, dramatic videos, and/or calendars.

THIRD PRIZE

TEN AWARDED

One-Year Subscription

Choose a one-year subscription to *Trains* or *Classic Trains* magazine!

HURRY!

Entry deadline: May 11, 2007 Save a stamp!
Enter online at www.classictrainsmag.com/sweeps
Or fill out and mail the attached card!



Trains/Classic Trains 2007 Sweepstakes - Great Rail Adventure Sweepstakes

1. No Purchase Necessary. The official start date of the *Trains/Classic Trains* 2007 Sweepstakes – Great Rail Adventure is December 21, 2006. Official entry forms are found in the February, March, and April 2007 issues of *Trains* and the Spring 2007 issue of *Classic Trains*. The *Trains/Classic Trains* 2007 Sweepstakes – Great Rail Adventure is open to residents of the United States and Canada (except Quebec) only, 18 years of age or older. Employees (and their dependents and immediate household members) of Kalmbach Publishing Co., their advertising and promotional agencies, and participating sponsors are not eligible to participate.

2. Sweepstakes Entry. To enter, complete and mail the official entry form or send a postcard with name, address, city, state or province, and zip code or postal code to: The *Trains/Classic Trains* 2007 Sweepstakes – Great Rail Adventure, P.O. Box 1427, Waukegan, WI 53187-1427. Or enter online at trainsmag.com/sweeps or classictrainsmag.com/sweeps by filling out the Online Entry form and hitting the "Submit Entry" key. The Online Entry form must be filled out completely to be eligible. Incomplete or deferred entry forms are void. One entry per household. The official ending date for the *Trains/Classic Trains* 2007 Sweepstakes – Great Rail Adventure is May 11, 2007, and all entries must be transmitted or postmarked no later than that date.

3. Prizes and Odds of Winning. One drawing will be held on or about July 10, 2007, for the following awards: One Grand Prize consisting of a seven day, six night Rockies, Sierra and Napa rail adventure for two with GrandLuxe Rail Journeys and Accent on Travel USA. The tour begins in Denver, Colorado and ends in Oakland, California. During the tour, 6 nights will be spent aboard the train in a Vintage Pullman cabin or upgraded accommodations at the time of trip departure. Day 1 Arrive in Denver, Colorado – dinner and overnight accommodations aboard the train included. Day 2 Rail through the Colorado

Rockies – breakfast, lunch, dinner, and overnight accommodations aboard the train included. Day 3 Arches and Canyonlands National Parks – breakfast, lunch, dinner, and overnight accommodations aboard the train included. Day 4 Salt Lake City, Utah – breakfast, lunch, dinner, and overnight accommodations aboard the train included. Day 5 Lake Tahoe, Nevada and the Sierra Nevada – breakfast, lunch, dinner, and overnight accommodations aboard the train included. Day 6 Napa Valley – breakfast, lunch, dinner, and overnight accommodations aboard the train included. Day 7 Oakland, California – breakfast, lunch, dinner, and overnight accommodations aboard the train included. Trip cancellation, baggage, accident insurance, airport transfers, personal expenses such as laundry, telephone, fax charges, and taxi, liquor, and fractional gratuities to train staff (approx. \$15 per passenger, per day) are not included in prize. The grand prize winner will receive \$190.00 U.S. in spending money. This package includes roundtrip economy airfare for two (not exceeding the maximum of \$350.00 U.S. per person) between the closest airport and the starting and ending points of the tour. Total estimated retail value of the grand prize is \$9,470.00 U.S. For more information on the tour, visit trainsmag.com/sweeps or classictrainsmag.com/sweeps. Winner must choose a departure date between September 2008 and October 2008. Departure date is subject to availability at time of booking. Trip subject to change. Two First Prizes consisting of \$200 U.S. worth of merchandise of the winner's choice advertised in the February, March, and April 2007 issues of *Trains* and/or the Spring 2007 issue of *Classic Trains*. Four Second Prizes each consisting of \$50.00 U.S. worth of products from Kalmbach Publishing Co. selected by the winners. Ten third Prizes each consisting of a one-year subscription to the winner's choice of *Trains* or *Classic Trains*. (Retail value of *Trains* is \$42.95 U.S. and *Classic Trains* is \$23.50 U.S.) Cash equivalents of merchandise will not be awarded. Substituting prizes is not allowed. Any applicable federal, state and/or local taxes are the responsibility of the winner. Odds of winning depend on the number of entries received. Total circulation for *Trains* is 94,227 and total circulation for *Classic Trains* is 58,533. Sweepstakes void in Quebec and void where prohibited.

4. Validations and Acceptance. Winners in the *Trains/Classic Trains* 2007 Sweepstakes – Great Rail Adventure will be selected in a random drawing conducted by Kalmbach Publishing Co. whose decisions are final. Canadian prize awards subject to skill test requirement. By entering the sweepstakes, participants agree to be bound by these official rules and all decisions of the judging organization. Sweepstakes entries void if not legible, not completed in full, not obtained legitimately, or if forged, photocopied, mechanically reproduced, late or tampered with. The potential winners may have to sign and return an Affidavit of Eligibility, publicity release and Release of Liability within fourteen (14) days of notification. In the event of non-compliance, alternate winners will be randomly drawn. No responsibility is assumed for lost, stolen, misdirected or late entries or notifications. All sweepstakes entries become the property of Kalmbach Publishing Co. and will not be returned.

5. Winner's List. For a list of winners, send a stamped, self-addressed envelope to: *Trains/Classic Trains* 2007 Sweepstakes – Great Rail Adventure Winners List, P.O. Box 1612, Waukegan, WI 53187-1612. Residents of IL, VT and WA may omit stamp. Requests must be received by August 31, 2007. Or check the *Trains* or *Classic Trains* Web site (www.trainsmag.com, www.classictrainsmag.com) after September 1, 2007.

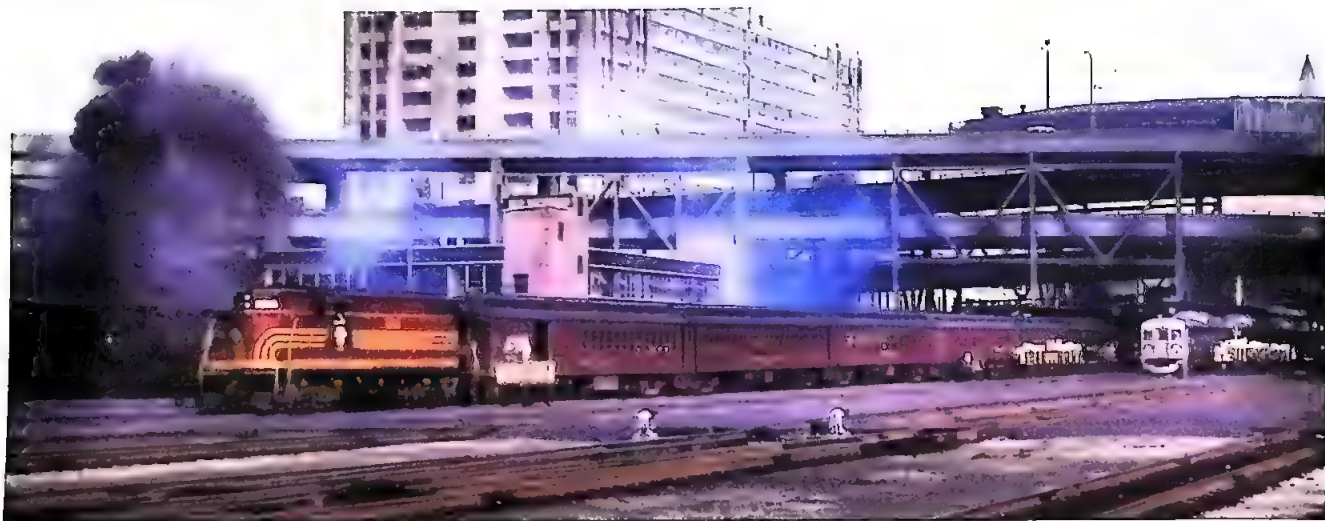
6. Kalmbach Publishing Co. shall not be liable for any injury, loss, damage, cost or expense arising directly or indirectly, in connection with the sweepstakes and the prize awarded.

7. Sponsored by Kalmbach Publishing Co., P.O. Box 1612, Waukegan, WI 53187-1612.

Fallen Flags Remembered

The B&M: a century and a half of influence

Northern New England's largest railroad made a lasting impact



George Krambles; Krambles-Peterson Archive

For 150 years the Boston & Maine Railroad was an integral part of northern New England, beginning with the charter on March 15, 1833, for the Andover & Wilmington Railroad to build between those two adjacent towns northwest of Boston. The name arose with the creation of the Boston & Maine Railroad of New Hampshire on June 27, 1835.

The B&M was nearly 120 years old when I first encountered it in the Berkshire Hills of western Massachusetts. As a pre-schooler in the early 1950's in Shelburne Falls, I would visit the depot and small yard with Dad on many a Saturday afternoon. The Ashfield Street crossing guard was friendly and his shanty fascinating (although intimidating). When "a job was on the bell," it was my dilemma whether to wave to the crew or cover my ears! The passing trains introduced me to not only maroon-and-gold E and F units, but also to freight cars bearing place names near and far. Occasionally we'd see the westbound stainless-steel *Minute Man*, behind E7 diesels, and often the local freight would be working the yard. Eventually the crew took me for a ride, boosting my B&M interest.

The B&M had become a regional

force in the 1870's, gaining the upper hand in the consolidation battles that followed New England's "railroad fever" expansion in the 1840's-1860's. B&M in 1885 leased the Eastern Railroad, which included a controlling block of Maine Central stock, and gained control of the Boston & Lowell in 1887. The Concord & Montreal capitulated in 1895, and the Fitchburg Railroad came into the fold in 1900. The Fitchburg brought with it the landmark, 4.75-mile Hoosac Tunnel through the Berkshires, longest railroad bore in the land when it opened in 1875 after a 24-year construction. Ultimately, more than 173 companies were melded into the B&M system.

Boston & Maine's apogee of power, territory, and influence occurred during 1907-1916, when more than 25,000

The lineup at Boston's North Station on July 1, 1955, illustrates the evolution of B&M passenger-train power. At left, a 4-6-2 starts up; in the middle is a GP7 in the "Minute Man" scheme; at right are newer Budd RDC's.

employees kept the 2,364-mile system fluid and profitable. In all of New England, only the New York, New Haven & Hartford Railroad exceeded the B&M in power and influence.

B&M's early 20th-century locomotive roster was heavy on 0-6-0's (192), Moguls (137), Consolidations (245), and 4-4-0's (91), but it had nary a Mikado. It did have oddities. In 1910, B&M received four oil-fired 2-6-6-2 Mallets for use through Hoosac. They were replaced in 1911 by electrics and sold to Maine Central, which used them as pushers up

B&M's 7.9-mile, 11,000-volt Hoosac Tunnel 1911 electrification, patterned after the New Haven's, employed seven Baldwin-Westinghouse motors. On August 1, 1940, box-cabs 5002/5003 tow 2-8-4 4010 and train west.



John P. Ahrens

By Carl R. Byron



Boston & Maine's system, by divisions and with connections, is shown as it existed in 1951.

Crawford Notch in New Hampshire. Alco built 90 Pacifics for B&M varnish in the 1910's, although the trains—the likes of the *Minute Man*, *Alouette*, *Red Wing*, and *Flying Yankee*—weren't given those names until 1925-26. In 1913, B&M opened a central locomotive shop in North Billerica, Mass., five miles south of Lowell.

As with most railroads in the century's early decades, there were ups and downs. B&M entered bankruptcy in August 1916, and the subsequent 1919 reorganization eliminated most of its numerous leases. The last half of the 1920's was difficult. A major flood in 1927 washed away or damaged hundreds of miles of track and disrupted service for days, but it allowed B&M to begin its first major abandonment of branch lines, already made unprofitable

by Ford's flivver and paved roads.

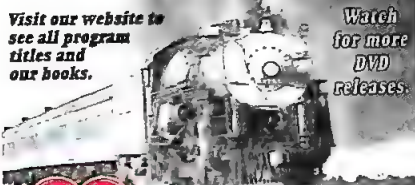
Capital investment in the main line and physical plant in the late 1920's included strengthened bridges, rock ballast, heavier rail, and CTC signaling installations. B&M built hump yards at Mechanicville, N.Y., and East Deerfield and Somerville, Mass. (suburban Boston). In central Boston, a new complex was built that included North Station/Boston Garden, the Hotel Manger, the Industrial Building (B&M's headquarters), an engine terminal, and the Charles River drawbridges.

A new administration, led by President Edward S. French, took over in 1930 and soon put the B&M on the path to dieselization ["Steam to Diesel on the Boston & Maine," pages 92-101, *DIESEL VICTORY 2006*]. The earliest splash was the three-car streamliner *Flying Yankee*,

New Steam from Monte Vista Publishing
SP Steam
volume 33
M Class 2-6-0
M-2 #1601
to
M-4 #1673
including 9
T&NO M-4
#420 - #452
full page 10.25 inches wide by 5.5 inches tall
black & white photographs
available from fine rr bookstores and hobbyshops everywhere
All Monte Vista Steam series titles \$27.50 ea.
Monte Vista Publishing Dom. shipping \$5.00
2830 North Ave. Ste C5B 410 Grand Junction, Co. 81501
montevistapublishing.com CA. res. please add 8.25% tax ea.
Please call for best response (909)374-1989
Mastercard and Visa accepted

**CLASSIC BIG STEAM
COMES ALIVE...**
Nobody captures the power
of steam like Goodheart!

Visit our website to
see all program
titles and
our books.



Watch
for more
DVD
releases.

GOODHEART 800-482-1522
PO Box 591, Convent Station, NJ 07961
www.goodheartvideo.com

JUST RELEASED - VOL. 1
**PRR STEAM
GLORY!**
On-train / trackside classes
T1, E6, K4, G5, H7, L1, J1,
I1's. A Must!
• Over 1 hour Audio CD
• 16 page picture insert
• newly re-mastered from
original source materials.
Check or M.O.
\$15 + \$3.00 s&h
Semaphore Records
P.O. Box 22304
Alexandria, VA 22304
Credit card orders, visit:
www.SemaphoreRecords.com

**Experience the
All-American Railroad**

Trains editor David Morgan, so named the NP in 1985



NPRHA members receive four *Main Street*
magazines plus a Calendar each year. Join
online at www.NPRHA.org, or for details, write:



**Northern Pacific Railway
Historical Association**
2599 East Madison, Seattle, WA 98112

Fallen Flags Remembered



Dan Foley

Mogul 1493 drifts onto the Nashua River bridge at Clinton, Mass., in January 1956 with train 3107, one of three commuter schedules from Boston on the 37-mile "Mass. Central" line.

delivered by Budd on February 9, 1935. A clone of Burlington's first *Zephyr*, the "first Streamliner east of the Mississippi" served on several B&M routes over the years and carried several train names before retirement in 1957 and eventual preservation (today, work progresses in Lincoln, N.H.).

A decade before, B&M had tiptoed past steam in passenger service with 13 EMC/Winton gas-electric cars. Coincident with the Budd streamliner in 1935, B&M acquired diesel switchers from Ingersoll-Rand/Westinghouse and Alco-GE, plus two diesel-powered baggage-RPO locomotives from St. Louis Car. More EMC and Alco switchers followed during 1936-39.

In 1943-44 the Office of Defense Management allotted the B&M 12 four-unit EMD FT freight diesels, and in October 1945, two E7A passenger units introduced the new maroon-and-gold "Minute Man" color scheme. The balance of 14 E7's, three F2A-B passenger duos, and 15 F2A's (to make A-B-A consists with an FT A-B) allowed B&M to de-energize the Hoosac Tunnel electric zone in 1946, the first steam-road electrification to shut down. B&M in 1947 said it was 70 percent dieselized.

Meantime, in 1932 French's administration had conceived an economy plan to combine senior executive positions with the Maine Central. The roads were "jointly managed" but not merged. The closest coordination during those years came near the end of World War II, when one purchase order to EMD

covered 20 E7A's, the only combined order B&M-MEC ever placed.

French retired in 1952, and a proxy fight at the 1955 Annual Meeting deposed his administration—which had not declared a dividend since 1932—and created a new 19-member Board of Directors. All were allied with Patrick B. McGinnis, a Wall Street promoter. The new board cancelled the last B&M-MEC corporate relationship in 1955, and on January 20, 1956, McGinnis became B&M president, about 6 hours after resigning as New Haven's president!

He came to a railroad about to finish its motive-power transformation. Following a trial with Alco's new RS2 road-switcher, B&M bought 36 RS2's and RS3's during 1948-55. Four BL2's from EMD in 1948 were followed by 23 GP7's during 1950-53.

A big change was also on tap for B&M passenger service, kicked off by an order in 1951 for three Budd Rail Diesel Cars. B&M called the self-propelled cars Highliners, and by 1957 had purchased 109, the world's largest RDC fleet. B&M steam expired in commuter service on July 23, 1956, and the last gas-electrics also departed that year.

By 1958, RDC's were covering nearly all passenger service. On January 20, service on the Fitchburg Division west of Williamstown, the last stop in Massachusetts, was terminated. On Saturday, October 25, when the afternoon westbound RDC stopped in Shelburne Falls, my parents and I boarded for the 47.6-mile round trip to North Adams

via Hoosac Tunnel. On the return, the conductor took me to the rear platform, put on the headlight, and showed a fascinated 10-year-old the brickwork, the remains of the electric catenary structure, the central shaft's half-mile deep "Hoosac Hotel," and hand-drill holes from a century past. Back at Shelburne Falls, as the Budd's red markers faded eastward down Shelburne hill that evening, my life was forever changed. Since that afternoon I have been interested—some say obsessed—in the saga of the B&M in general and the Hoosac Tunnel in particular. My folks' timing was impeccable—passenger service west of Greenfield ended five weeks later, on November 30, 1958.

Meantime, B&M changed colors, trading-in to EMD in 1956-57 its 48 FT's on 50 GP9's, which arrived in President McGinnis' new blue, black, and white livery and were soon called "Bluebirds." Six GP18's that followed in 1961 were B&M's last pre-1970-bankruptcy power.

By 1960, New England freight business had slumped as heavy industry was departing the region. B&M abandoned lines, reduced double-track main lines to CTC-controlled (but ill-maintained and worn out) single track, and sold buildings and land in epidemic proportions. Still, losses mounted, and employment plummeted. McGinnis and his successor, Daniel A. Benson, were convicted and jailed in 1966 for financial improprieties.

My youthful conviction to work for the railroad wavered, but in January 1968 I joined the B&M as a signal draftsman on the 10th floor in headquarters at 150 Causeway Street in Boston. The surroundings were aged and rundown, morale was understandably poor, and the future was bleak. I departed that August to enter college and forsook a rail career.

B&M filed for bankruptcy again on March 12, 1970. Late that year the trustees hired the "doctor of sick railroads," John W. Barriger III, as president effective January 1, 1971. "JWB" promptly began to assemble a new operating and management team of young, bright professionals. Not so coincidentally, that September the Boston & Maine Railroad Historical Society, one of the first such railroad special-interest groups,



Ralph L. Phillips; J. David Ingles collection

"Bluebird" GP9 1729, in Boston on August 23, 1958, displays a road-dirty version of the McGinnis blue, white, and black that were B&M's final colors; behind it is passenger GP7 1575.

was incorporated.

Barriger mingled with the local railfan community. He rode the annual February 1971 Railroad Enthusiasts' "Snow Train" from Boston to North Conway, N.H., from which an autographed Polaroid snapshot I took remains a treasured memento. He also encouraged my effort to write the history of Hoosac Tunnel (A *Pinprick of Light*, published in 1974), and authorized a cab ride through it as part of my research.

Dr. Paul W. Cherington, a Harvard Business School professor, took B&M's helm in January 1973, and that year F. C. "Buck" Dumaine, head of Amoskeag Corp., purchased sufficient of B&M's in-default first mortgage bonds to make him B&M's *de facto* owner—subject only to the Bankruptcy Court trustees and judge. Dumaine sent his Executive Assistant, Alan G. "Dusty" Dustin, to the B&M to assist Dr. Cherington.

Dustin became B&M president and CEO in August 1974, and he and his young managers turned the railroad around in the face of declining revenue and carloads. They kept it from liquidation and out of Conrail in 1976, sold enough assets at high enough prices to keep creditors at bay, and managed to rebuild the road's motive power, rolling stock, trackage, and signal system.

In 1981, Timothy Mellon, scion of the Pittsburgh banking family, purchased the Maine Central, and on June 30, 1983, his privately held Guilford Transportation Industries (named for the

Connecticut city where the offices were) added the B&M, for \$24.25 million. B&M's independence was over, but "Boston and Maine" still remains on locomotives and freight cars of what in 2006 Guilford "re-branded" as Pan Am Railways.

Dusty Dustin subsequently commented that he and his team had accomplished the longest income-based reorganization in post-Depression railroad history... and worked themselves out of a job in the process. The B&M and its predecessors brought economic growth, increased mobility, and employment to seven generations of northern New Englanders. It will be eons before that effect is erased from the region's economy and history, and that is as it should be. ■

B&M FACT FILE

(Comparative figures are for 1929 and 1982)

Route-miles: 2,077; 1,508

Locomotives: 787; 151

Passenger cars: 1,275; 0

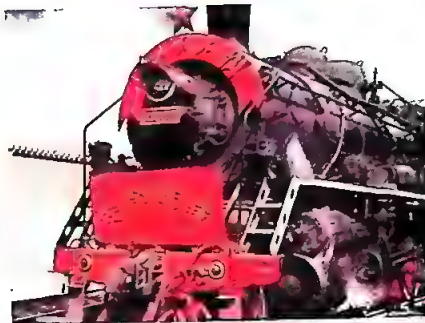
Freight Cars: 11,062; 3,112

Headquarters city: Boston, Mass. (later North Billerica, Mass.)

Notable postwar passenger trains: *Flying Yankee*, *Minute Man*, *Red Wing*

Special interest group: Boston & Maine Railroad Historical Society, Inc., P.O. Box 469, Derry, NH 03038; www.trainweb.org/bmrhs

Source: *Historical Guide to North American Railroads* (Kalmbach, 1999)



IRON ROOSTER in TRANSITION 2 Hours - DVD or VHS.

Our ninth China Rail feature is a glorious mix of technology modern and traditional. Ride and see the **Shanghai MagLev** at 262 MPH! Travel the spectacular new **TIBET RAILWAY** over its entire distance, Shanghai - Lhasa, then Lhasa - Beijing. STEAM? Visit SIX railways, including one mountain narrow gauge. (Actually, seven...). All this, plus streetcars in Dalian, general rail action, and varied glimpses of life in China along 7,000 miles of track. An exciting and unexpected panorama you will want to show to family and friends. Send check for \$27 (includes postage) to: **Revelation Video, P.O. Box 129, Tallmadge, Ohio, 44278.** Visa / Mastercard orders call 330 630 9817. Ohio residents add sales tax. Catalog sent with order. IF YOU WISH ALL NINE CHINA DVDs SEND \$149!



WANT TO GO TO CHINA?

Sign up by Feb. 15 for Revelation Journey's Spring Fling to South & Central China, April 2 - 21, 2007. STEAM, narrow and standard gauge, Scenic train rides, and sightseeing from Hong Kong to Kunming - Chengdu - central China and return to Hong Kong. Limited to 20 persons. Less than \$160 per day all included within China! This is our fourth China tour, lead by Revelation president Ron McElrath. Please call to inquire, or E-mail: ronaldmcelrath@hotmail.com

REVELATION VIDEO

P.O. BOX 129, TALLMADGE, OH 44278

VISA OR CALL 330 630 9817 for Visa / Mastercard orders.

POSTAGE IS INCLUDED TO USA & CANADA other addresses please add \$5 for airmail.

Cab rides in Canada

After steam had largely vanished from U.S. main lines, the big show was still playing in Ontario and Quebec, where friendly engine crews often welcomed a visitor during three memorable trips

By Frank Barry • Photos by the author

Trip 1: A thought process starts

It's late January in 1957, and I'm waiting at a rural crossing in southeastern Ontario. I'm halfway through my sophomore year at Earlham College in Richmond, Ind., and I'm using the semester break to visit what is still a steam-lover's paradise. Dieselization is advancing rapidly in the U.S., but the busy Canadian National corridor south-

west from Toronto is still 100 percent steam. I don't know it yet, but I'm about to experience big-time steam operation in a more intimate way than I could ever have imagined. Though I'd been to Canada before, this and two subsequent visits will be the most memorable.

But right now I'm concentrating on something else—the New York Central

Courtright branch west from St. Thomas, which I've heard is served by Ten-Wheelers. There's a dusting of snow on the rails, and soon a white plume appears. As it comes closer, I can hardly believe my eyes. Engine 1290 has slide valves and Stephenson valve gear! On the New York Central? It feels like a time warp. In St. Thomas I find another surprise—a 2-8-0 switching the yard. I have never before seen a Consolidation on the NYC. The great system's Hudsons and Niagaras have dropped their fires, but these rare specimens soldier on. Does management know? (Of course it does; the 4-6-0's are here because of lightweight rail on the branch.)

I arrive in London, Ont., after dark to find three trains in the Canadian National station readying for departure—all bound for Toronto. The first, No. 16 from Windsor, leaves with a dramatic show of steam and sound from No. 6230, a modern U-2-g 4-8-4. The next train's engineer is on the platform checking his engine, No. 6076, a handsome U-1-f 4-8-2 heading No. 20, the *Maple Leaf*, from Chicago. By now it's bitterly cold, and I get an OK to climb into the cab. Once I'm up there,

Ancient NYC Ten-Wheeler 1290, built in 1900 by Michigan Central's St. Thomas shops, approaches Oil City, Ont., with a Courtright-St. Thomas freight on January 26, 1957.

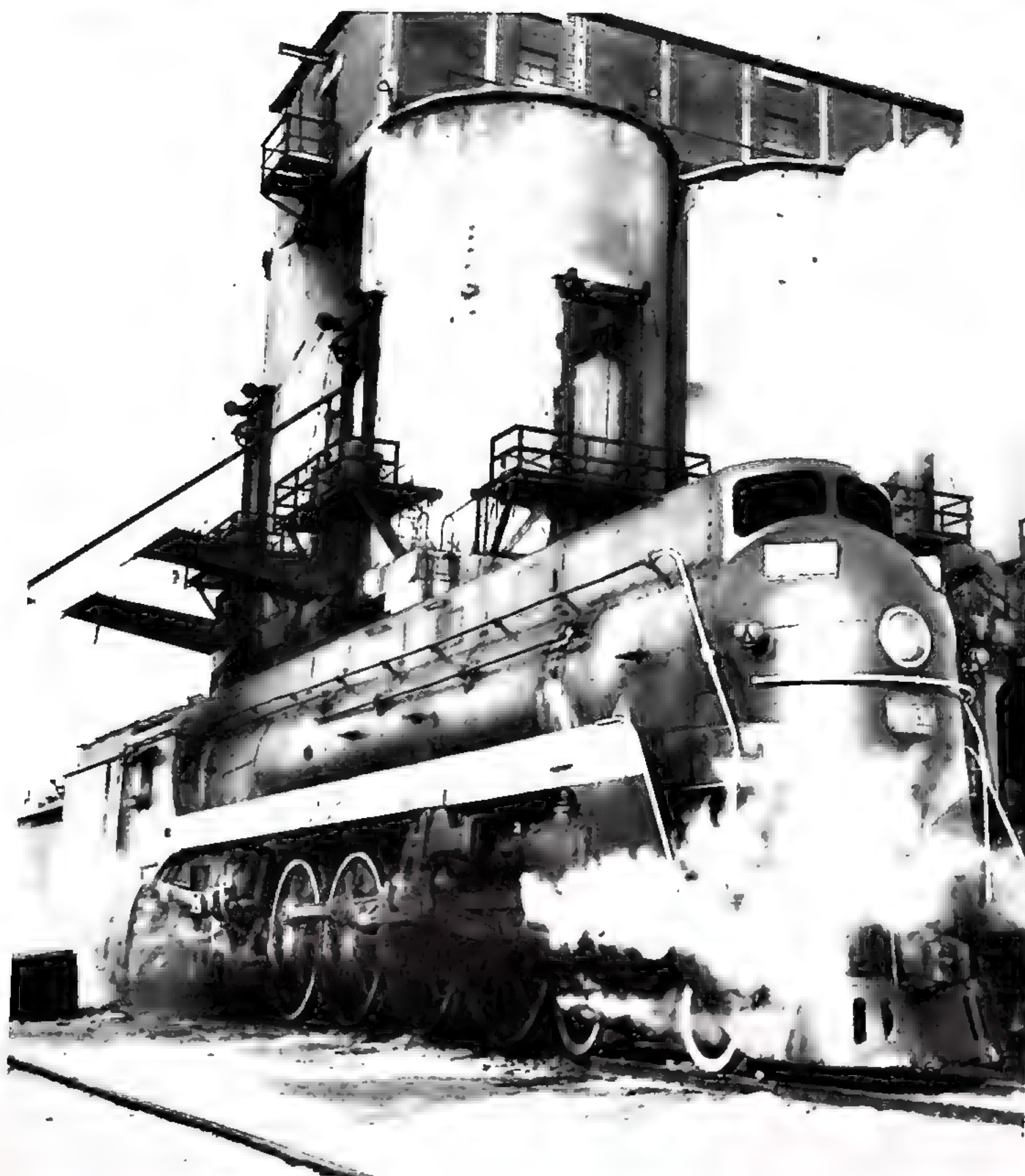




One hand on the whistle cord, the other on the throttle, an unidentified engineer is in command of CNR 4-8-2 6079 on August 31, 1957, during the second of author Barry's three trips to Canada at the end of steam.



Shortly after photographing a Ten-Wheeler on the Courtright branch, Barry caught NYC Consolidation 1194 switching at St. Thomas. It was the only Central 2-8-0 he'd ever see in steam.



Streamlined U-4-a 6402 simmers under the coal silos at CNR's Spadina roundhouse, Toronto, on January 27, 1957. That evening, she gave Barry the ride of a lifetime: 90 mph in the cab.

the fireman asks me a surprising question: "Where are you going?"

I haven't planned to go anywhere—I'm already here! The engineer climbs on board and takes his seat. Two air-whistle *thweeps* sound the highball. And without even a glance at me, the hogger shoves the reverse forward and pulls the throttle back. We start to move! My backpack is still on the platform nearby, and I'm in no position to go anywhere at this moment, so I get off hastily. But a thought process starts.

The third train out is No. 40, which runs to Toronto on the secondary route via Stratford. Its engine, No. 5594, is a 40-year-old, hand-fired K-3-b Pacific. Engineer Bill Weaver is on the platform, looking over her running gear, and again I ask if I can go into the cab. "Sure, son, give these orders to the fireman and hand me down my oil can!"

In the cab, fireman George Lucy asks that question again—"How far are you going?"

"I wouldn't mind going to Toronto," I say.

When Bill climbs up, George says, "This lad would like to go to Toronto with us—what do you think?"

"Well, it's up to you—if you can find a seat for him, it's all right with me." There's a place for me, an extra seat on the fireman's side provided for the head brakeman in freight service, but of course vacant on this passenger run. So, just like that, I will ride 120 miles in a real steam engine pulling a regular passenger train! Wow! I run to retrieve my rucksack, and we head off. The noise is deafening and exhilarating as I settle into the jump seat between the boiler backhead and the cab wall. The orange glare reflects off the exhaust plume above as George opens the firebox door to shovel coal.

In Stratford, a man brings a little boy up to see our engine. That would have been my father and me 12 years ago, I think. "Do you take people with you like this very often?" I ask George.

"Well, no. No one hardly ever asks."

When we get to Toronto, Bill and George arrange for me to stay with them at the railroad YMCA, then set up a ride back to London the next evening with another crew. Next morning, with a full day in Toronto at my disposal, I first photograph CNR and Canadian Pacific engines being serviced at Spadina Street roundhouse, then make my way out to CNR's Mimico yard. I come across a minor derailment, which I am asked not to photograph.

Late that afternoon, I meet the out-bound crew on the ready track at Spadina on engine 6402, a streamlined

U-4-a Northern. We back into Toronto Union Station and couple onto train 141, bound for London via Stratford. The all-weather cab is snug and warm—a contrast to 5594's open cab. The massive backhead, roaring fire, hissing steam, and dimly lit gauges portray power pent-up. We get the highball, then make our way to West Toronto, where we pick up orders for the single track ahead. We get delayed and leave 20 minutes late. But the hand-written orders give us the railroad to Stratford.

The night is clear and cold, with 3 inches of snow covering the landscape as we race past twinkling lights from

farms and villages. The music of our whistle warns all within range that we're coming through. We're going fast, and I lean to ask the fireman our speed. He times the distance between mileposts, then hollers "About 80."

Later I think we're speeding up. I ask again—and after a minute or so get the answer: "85!"

Amazingly, we seem to still be gaining speed, and I can't resist asking again. Another pause—then, "Right now we're doing just about 90!" The speed limit is 70, but there's no speedometer, no black box, and no radar. Our engineer knows his engine and his

track—and he's making up time.

We start into a curve. The 4-8-4 heels to the left as the first driving wheel's flange butts against the rail—then we lurch to the left again—and again. I suddenly feel profoundly grateful to the track crews—at speeds like this, you want good ties and rails well-spiked down.

In London, the engine crew arranges with the conductor on No. 5, the *La Salle*, for me to ride free in a coach to Windsor. I would rather be in the cab of our engine, K-5-a Hudson 5700, but don't want to push too far. The next morning I hitchhike back to school.

Trip 2: Religion is not my primary motive

That summer, I'm awarded an unexpected scholarship to a Young Friends religious conference in Paris, Ont. My reasons for accepting it are definitely mixed, and I'm afraid religion is not my primary motive. Paris is 48 miles east of London on CNR's main line to Toronto. I leave my family vacationing on Cape Cod and hitchhike up to St. Johns, Quebec, 30 miles east of Montreal, where Canadian National

and Canadian Pacific lines cross. I camp out near the CPR track and awake at 3 a.m. as Royal Hudson 2820 leads a freight west. It feels like a dream—freight service on this line is supposed to be all-diesel.

Next morning I board CPR 213, a commuter local from Sutton, on the Vermont border. Power is No. 2929, a rare F1a 4-4-4. I disembark at Westmount, a neighborhood station 2 miles

short of CPR's Windsor Station terminal, to photograph the commuter rush and passenger-engine terminal full of Hudsons and Pacifics. Later I visit

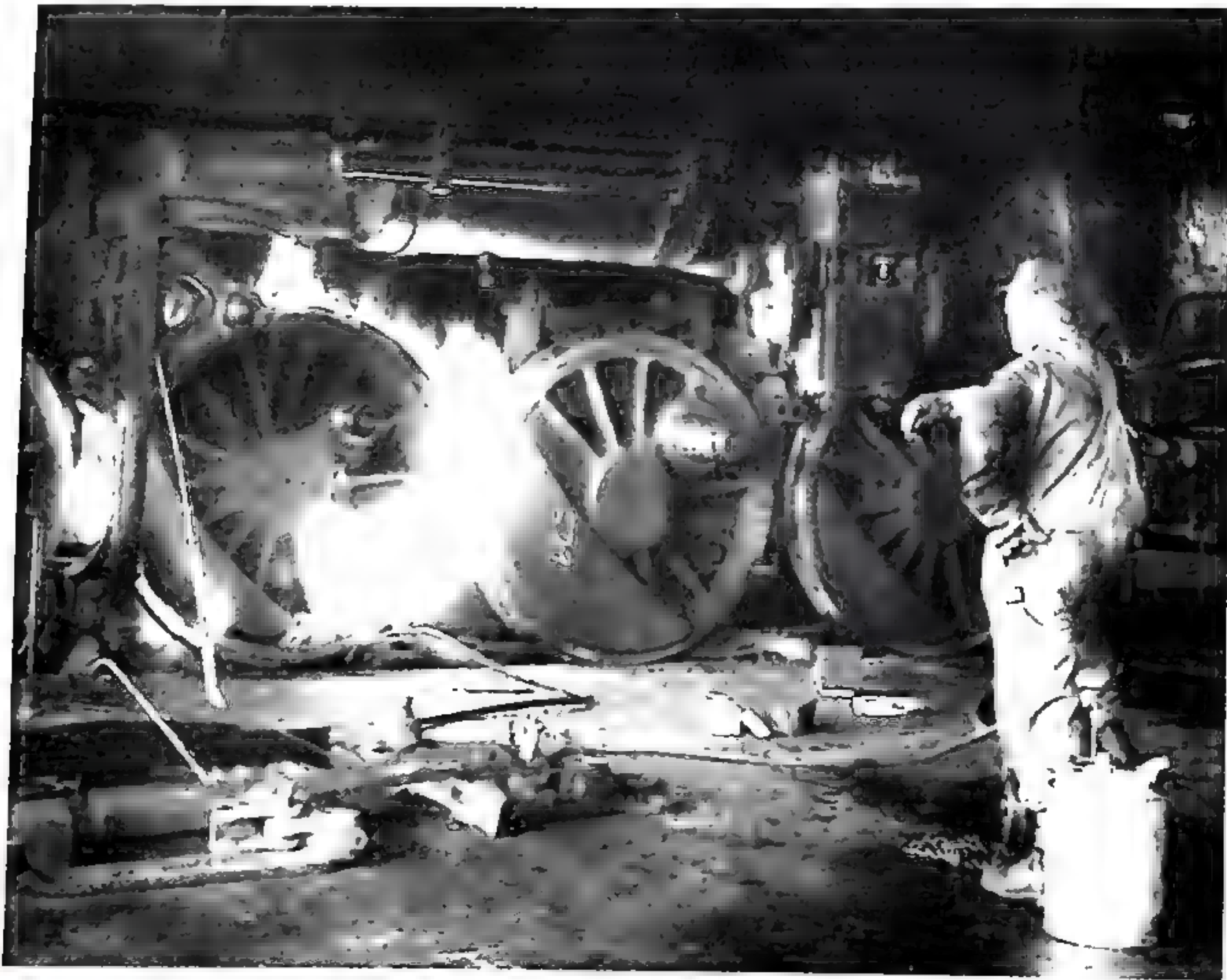
Canadian Pacific 4-4-4 2929 rolls Montreal-Sutton train 214 across the Richelieu River at St. Johns, Que., on August 27, 1956. One year later, Barry rode behind the same engine from here to Westmount on westbound 213 during his second "cab-ride" trip to Canada.





CNR's Turcot engine terminal and CPR's modern St. Luc roundhouse. There I find a crew changing tires on a 2-8-2—a dramatic operation requiring gas jets to heat the outside rim enough to pop it off.

At Central Station I board Canadian National's overnight train 19 to Toronto, which leaves behind U-2-h Northern No. 6244. Next morning, I buy a ticket to Paris on train 77, a London local, and walk up to look at our engine. To my surprise, I get a hearty welcome from the engineer—none other than Bill Weaver, who was host for my first cab ride back in January! As before, his fireman is George Lucy. Bill invites me into the cab, where I again take the head brakeman's seat. This is my first such ride in daylight, and I manage some shots of opposing traffic on the double-track main. Our engine is U-1-a No. 6003, one of CNR's first 4-8-2's. At



At CPR's Westmount station in Montreal (top), Pacific 2472 pulls out with train 572, 2 miles from the end of its run at Windsor Station, on August 23, 1957; RDC's beside the shiny 4-6-2 hint at the all-diesel future. Later in the day, at CPR's St. Luc roundhouse, Barry watched a shop worker remove a driving-wheel tire from a Mikado. From the cab of CNR 4-8-2 6003 on the 24th, he snapped CPR 4-6-2 1224 on double track between Port Credit and Bayview, approaching with the morning TH&B/CPR train from Buffalo.



Paris I get a nice shot of 6003 leaving, with plenty of smoke at my request.

The conference is fun and provides opportunity for further train-watching, as one of my college friends has his car there. We encounter the 6105, one of CNR's first 4-8-4's (1927), on a west-bound freight at Brantford and ask the fireman to make smoke crossing the Grand River bridge at Paris. He does.

After the conference, I decide to ride the Stratford-Fort Erie mixed, which comes through Paris at 9:42 a.m. I think I can catch it at the big coal tower and water plug west of town and perhaps get a ride in the cab, but I underestimate the time I need. My "if it's a mixed, it must be late" stereotype doesn't help. I end up with a photo of the train passing me by—along with my only chance to ride a steam-powered mixed in Canada.

There are no more morning trains

At Barry's request (right), enginemen Bill Weaver and George Lucy on 4-8-2 6003 make a smoky departure from Paris, Ont., with CNR Toronto-London train 77. "Staged smoke" enhances another view at Paris (below), of CNR 4-8-4 6105 soaring over the Grand River with freight No. 511 on August 26, 1957.





east. Chagrined, I head to the highway and hitch a ride to Hamilton. There I talk my way into the cab of U-1-f 4-8-2 No. 6079—the very last steam engine built for CNR, in 1944. This engine, on train 86, will take me to Niagara Falls—as far as I can go with steam.

We roll through extensive peach orchards. At Grimsby, a disheveled man approaches. “He wants a ride,” the fireman says. He’s directed around to the other side of the engine where he can climb up unobserved. He doesn’t board the engine but rides the front vestibule of the baggage car. “Last time, we uncoupled the engine and there he was—nobody knew about him!” Not knowing about him seems to have been more troubling than the hobbing itself.

The next day I visit yards in the Buffalo area, then hitch my way down to our family home near New Hope, Pa.



Again at Paris (top), on August 31, 1957, CNR 2-8-2 3422 rolls Stratford-Fort Erie mixed 218 past Barry, who was too far from the station to get aboard. “Bullet-nosed Betty” 4-8-2 6079 (above, at Toronto on January 27, 1957) is Barry’s vantage point for a photo (right) of 4-8-4 6154 powering a westbound freight near Grimsby, Ont., on August 31.



Trip 3: Bayview with a buddy

My last cab rides in Canada come two years after my first. Halfway through my senior year, I again head north for the mid-semester break after briefly visiting my family. I check the roundhouse in Niagara Falls, then make my way up to Hamilton and on to Bayview—a complex junction laid out in a wye with a spur off the stem where Canadian Pacific trains join the Canadian National main line to Toronto. The junction overlooks Hamilton Harbor to the east, and a low bluff rises above the Niagara Falls line, broken by a gap formed by a waterway. CPR takes advantage of this to enter downtown Hamilton, which CNR bypasses. A graceful arch bridge carries a highway across both the CPR and the water.

This 1959 trip is different because I will have a companion—John Darling, a fellow Earlham student, who has arranged to meet me at Bayview that afternoon, after a day in Toronto. He will arrive in Hamilton on No. 83, then hike the 2 miles back to the junction. The ground is covered with snow and ice under a blue sky and brilliant sun. From the top of the bluff, I can see far to the east. Soon there's a white plume above the line to Toronto. I slide down an icy path to catch doubleheaded U-2's rolling in toward Hamilton. Train 83 comes by with the 6230, the first engine I saw on my trip two years ago! In due time, from the bluff I see John's tall figure walking along the ties and hurry down to join him.

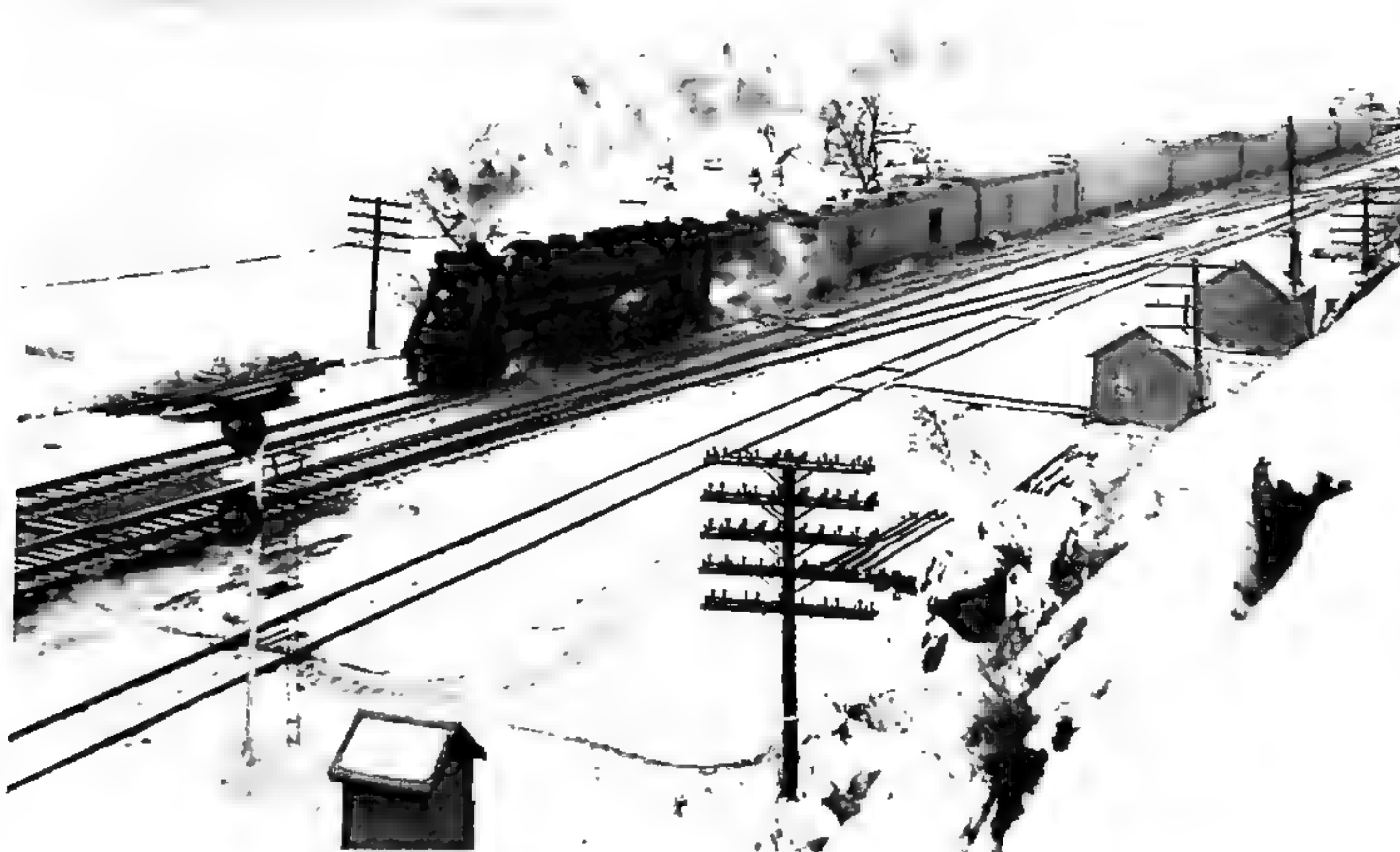
A trackworker says a CPR local will be coming up from Hamilton shortly, and we take our positions. Soon Mikado 5214 comes into view, with just eight cars. The sharp bark of her exhaust and the magnificent tower of smoke and steam tell all who understand her language the steepness of the grade. The sun is getting low as her turbulent plume engulfs the steelwork of the highway bridge. Then we move up to the CNR main line to catch No. 75, a fast afternoon train to London that bypasses Hamilton. It comes bursting around the curve, racing toward the setting sun, white steam contrasting with the now-shaded background. Its engine is 5700, which I rode behind to Windsor

Having backed out of Hamilton, CNR 4-8-4 6230 (top right) accelerates Toronto-Windsor train 83 west through Bayview on January 28, 1959. Later that day, CPR 2-8-2 5214 storms upgrade under the York Boulevard bridge at Bayview with a local freight.





K-5-a 5700, the first of Canadian National's five 80-inch-drivered 4-6-4's, heads into the low afternoon sun with Toronto-London train 75, the *Forest City*, at Bayview on January 28, 1959.



Carrying sleepers from Philadelphia and New York, the *Maple Leaf* skirts Hamilton Harbor behind CNR 4-8-4 6233 on January 29. Exhaust from another train is visible across the water.

in 1957. The five Hudsons are the fastest engines on the CNR, and crews say they sometimes hit 100 on specials.

The next morning, January 29, is gray and raw. We photograph the *Maple Leaf* running along the frozen bay. Then we hike up to the junction to wait for No. 77, the first train west. I wonder if Bill Weaver still might be on this job, although 18 months have passed since my ride with him to Paris. I set up my tripod next to the switch—if Bill

is the hogger, my camera will catch his attention. Local trains diverge from the main line here to serve Hamilton, then back up to this switch to continue to London. If Bill is in charge, he may give us a ride.

Sure enough, there's a wave from the cab as U-1-a 4-8-2 6014 clanks by and Bill Weaver and I exchange hand signals we both understand. When the train returns backing up, we join him and George Lucy in the cab before the

dwarf signal clears. John stands by Bill, listening to stories all the way to London. I'm on the fireman's side, photographing the trains we meet.

After delivering the 6014 to the London roundhouse, Bill takes us both home for lunch, showing off his new car in the process. "I got it a few weeks ago," he says. "Riding my bike is just too much in winter." After Mrs. Weaver feeds us generously, Bill returns us to the yard, where we spend the afternoon photographing freights and visiting the roundhouse. Some freights have diesels, but most still boast 4-8-4's.

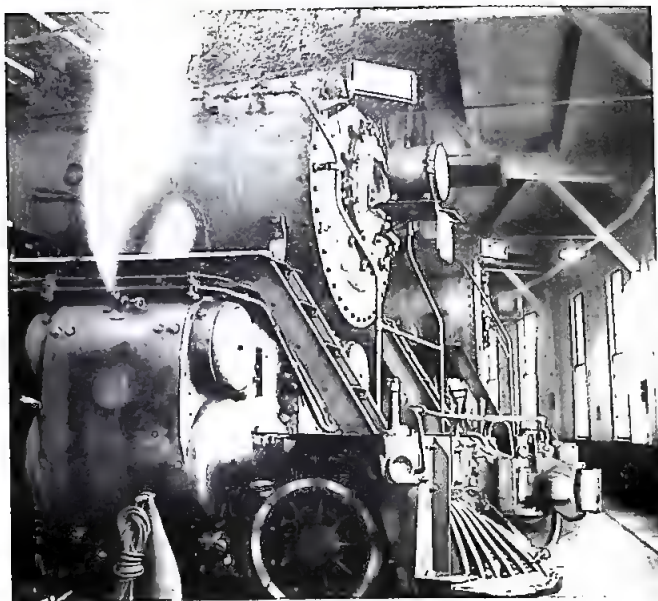
We decide to visit CNR's big locomotive shops in Stratford. To get there, we talk our way into the cab of K-2 Pacific 5548 on train 170 to Palmerston. The trip lasts less than an hour. In Stratford, we thank the engine crew and climb down. After the train pulls out, I realize I no longer have my camera! I figure it must still be on the 5548. I go gingerly to the telegraph office to tell the agent I left my camera on the engine when the crew let us into the cab for a look (I don't mention our ride). I ask if they can request Palmerston to send it back. "Yes, but it won't get here 'til 10 a.m. tomorrow," the agent says. I thank him.

That night, I ask the roundhouse foreman if there's an engine not being used in which we could lay out our sleeping bags. He identifies a Mikado cooling down for a boiler wash at the far end of the roundhouse. The cab is warm when we spread out our bedding, but the temperature is very low outside, and cold seeps into our sleeping bags as the engine's fire dies.

Next day, we inspect long lines of dead engines, an unpleasant sign of things to come. When train 169 arrives at 10:05, the baggageman hands me a large company envelope with my name on it. I am whole again.

Neither John nor I remembers much about our trip back to London, but it must have been on train 29, possibly on the engine, J-3-b Pacific 5079. From London we get our final cab ride, on engine 6230, the handsome U-2 4-8-4 I photographed in Bayview on John's train from Toronto. Again it's heading 83, an all-stops local to Windsor. Despite the stops there are opportunities for fast running, and at one point I grab the engineer's seat in front of me when the swaying and lurching get violent. "Eighty-five," engineer Frank Fellows answers when I ask our speed. The limit here is 80 for passenger trains but only 70 for the U-2's, which have 73-inch drivers vs. 77 on the streamlined U-4's.

We stop to pick up a nearly frozen



Pacific 4-6-2 5548 (left) rests in the London roundhouse on January 29, awaiting its run to Palmerston with CNR train 170; Frank Barry rode the cab to Stratford, and left his camera on board! Earlier in the day at Bay-view (below), engineer Bill Weaver rolls train 77 toward Hamilton; when he backs out to the main line tracks at left, he'll pick up John Darling (above dwarf signal) and Barry, and they'll ride CNR 6014's cab to London.

flagman protecting a stalled Wabash freight on the track ahead (Wabash ran on CNR trackage rights across southern Ontario). The Wabash has been dieselized in Canada for at least six years, and he's glad to ride on a steam engine.

In Windsor, a policeman stops us on our way to the roundhouse, but in John's words, I "charm" him into letting us by. Then it's back to school. John's car is at Windsor station, so I don't have to hitch.

The following winter, John went back one last time. All steam was gone. Bill Weaver was riding on the left side of a new diesel, giving his fireman a turn at the controls. "I don't feel comfortable with them," he confided to John.

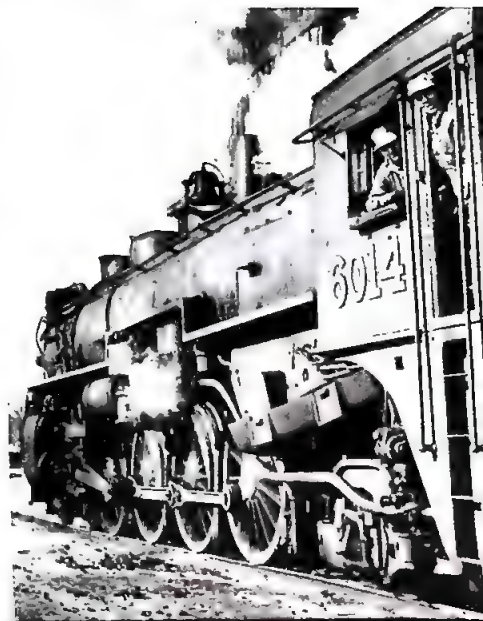


Postscript: Enduring rail connections

Today both John and I remain deeply grateful for the kindness of Bill Weaver, George Lucy, Frank Fellows, and the other men who so generously shared their engine cabs with us. Maybe they thought we'd become railroaders. I was offered rail jobs twice, but I declined because I wasn't ready to settle down. John, though, says this experience was pivotal to his career. It began with a volunteer stint on the Wilmington & Western tourist pike in Delaware that led to a job on the B&O, 15 years in Santa Fe's management, and finally the CEO post on the Chicago South Shore & South Bend. John is now president of the Central Illinois Railroad, which provides switching services in various locations in Illinois and Iowa.

I managed to live near operating steam railroads in several countries until I went to Ithaca, N.Y., for graduate school in 1967. Since 1980 I've put most of my extra-curricular energy into National Association of Railroad Passengers' efforts to promote passenger service in the U.S. I've had many cab rides since 1959, including one as a guest of the French National Railways on a turboliner at 100 mph. But nothing I have ever done—or ever will do—can match the sheer exhilaration I felt hurtling through that snowy night making 90 per aboard CN 6402. **1**

Engineer Bill Weaver (in doorway) and fireman George Lucy, the kind crew who hosted Barry on three cab rides, pose at London.



These are a few of my favorite trains

Ever hear of the Chico Chief, Danville Flyer, Sterling 400, or Little Hi?

By James A. Neubauer • Photos by the author

Chicago in the 1950's had railroads amenable to running steam excursions: Baltimore & Ohio and B&O Chicago Terminal, Burlington Route, Chicago & North Western, and Grand Trunk Western, to name a few. Nickel Plate ran steam specials for railfans, and its Niagara Falls excursions for the public were steam-powered. Railfan excursions out of Chicago dated to the 1930's, at least, when the Pennsylvania Railroad ran several.

I was privileged to serve as trip director for the Railroad Club of Chicago for several years. As a "total immersion" fan I practically breathed, ate, and slept railroading all the live-long day. By the mid-1960's, I recognized that while the years of steam trips had ended, those excursions had created a hard core of rail-photographer hobbyists whose appetite for trains still needed to be satis-

fied. I had organized special trains for tourists—"Tulip Time" trips on Chesapeake & Ohio to Holland, Mich., plus specials to historic Galena, Ill., and "Lincolnland" trains to Springfield on Illinois Central—as well as charters of parlor or lounge cars for Railroad Club members on GM&O, Rock Island, and Wabash. I came to realize that something different was needed.

That something would be a special, private train designed with multiple pre-planned photo stops over what came to be known as "rare mileage" . . . if we could get a railroad to agree to do it. In the months before Amtrak, we managed to run four.

Santa Fe's 57.7-mile branch from Streator to Pekin, Ill., was such a "rare" route—its Pekin-Chicago motor car came off in the mid-1950's. Would Santa Fe be receptive to the idea of a passenger train spending a day on this line? My inquiry letter to President John S. Reed was answered in the affirmative, and thus was born the "Chico Chief," named after the railroad's fictional Native American boy featured in passenger-train ads.

I first proposed a triangle trip using the Toledo, Peoria & Western from Streator Junction, a point near Eureka where the Pekin District intersected, west to Lomax, Ill., and Fort Madison, Iowa, the Santa Fe division point. The return would be directly from Fort Madison to Chicago on the hind end of No. 24, the *Grand Canyon Limited*. I requested a 68-seat hi-level chair car but was promptly turned down.

Interestingly, internal Santa Fe correspondence discussed the possibility of using its two Budd Rail Diesel Cars, Nos. 191-192. They had been removed from service, and it was estimated to cost \$30,800 to return them to serviceable condition. Also discussed internally was the use of one GE diesel, if available; Santa Fe was operating its unique passenger "U-boats"—the 10 mid-1966 U28CG hood units and the 6 late-1967 U30CG cowl units—but the decision was to use two EMD's (we wound up with an F7A-B set, 308L-306B, and two 44-seat coaches—see pages 32-33, Summer 2002 CLASSIC TRAINS).

At Ancona, the "Chico Chief" is on the Pekin branch as No. 23 sails by on the main line.





At Crandall, where Santa Fe's Pekin Branch crossed the old Nickel Plate, a stop-and-proceed session enabled two poses for most photographers . . . but not the two atop the shed at right!

Each passenger and crew member received a copy. The first stop—each was scheduled for 15 minutes—was Ancona, southwest of Streator, where the Pekin District split from the main line. The instructions read: "Ancona: Train pulls off main line onto branch, proceeds past station, crosses bridge, stops to detrain passengers on the right side, then backs up halfway between bridge and station to await passage of train 23. After 23 passes, special moves forward across bridge to entrain passengers." Santa Fe followers are familiar with the Pekin route being the original railroad here, built by Francis Hinkley as the Chicago & St. Louis and

acquired in 1886 by Santa Fe President William Barstow Strong to serve as his Chicago entry when he extended his AT&SF eastward from Kansas City. It met the existing line at Ancona, where today's BNSF intermodal speedsters still encounter a sharp curve.

We used Santa Fe coach diagrams for our two assigned leg-rest chair cars. Each passenger had an assigned seat identified on his handout that was mailed with the ticket (my seat was 42W, Car RC-2, while future CLASSIC TRAINS Senior Editor "J. D. Ingles," then of Springfield, was assigned "vestibule" in car RC-1 because he was riding only one-way, from Joliet to Pekin). The diagrams also indicated the 44 people who had ordered a box lunch, which were delivered leaving Pekin.

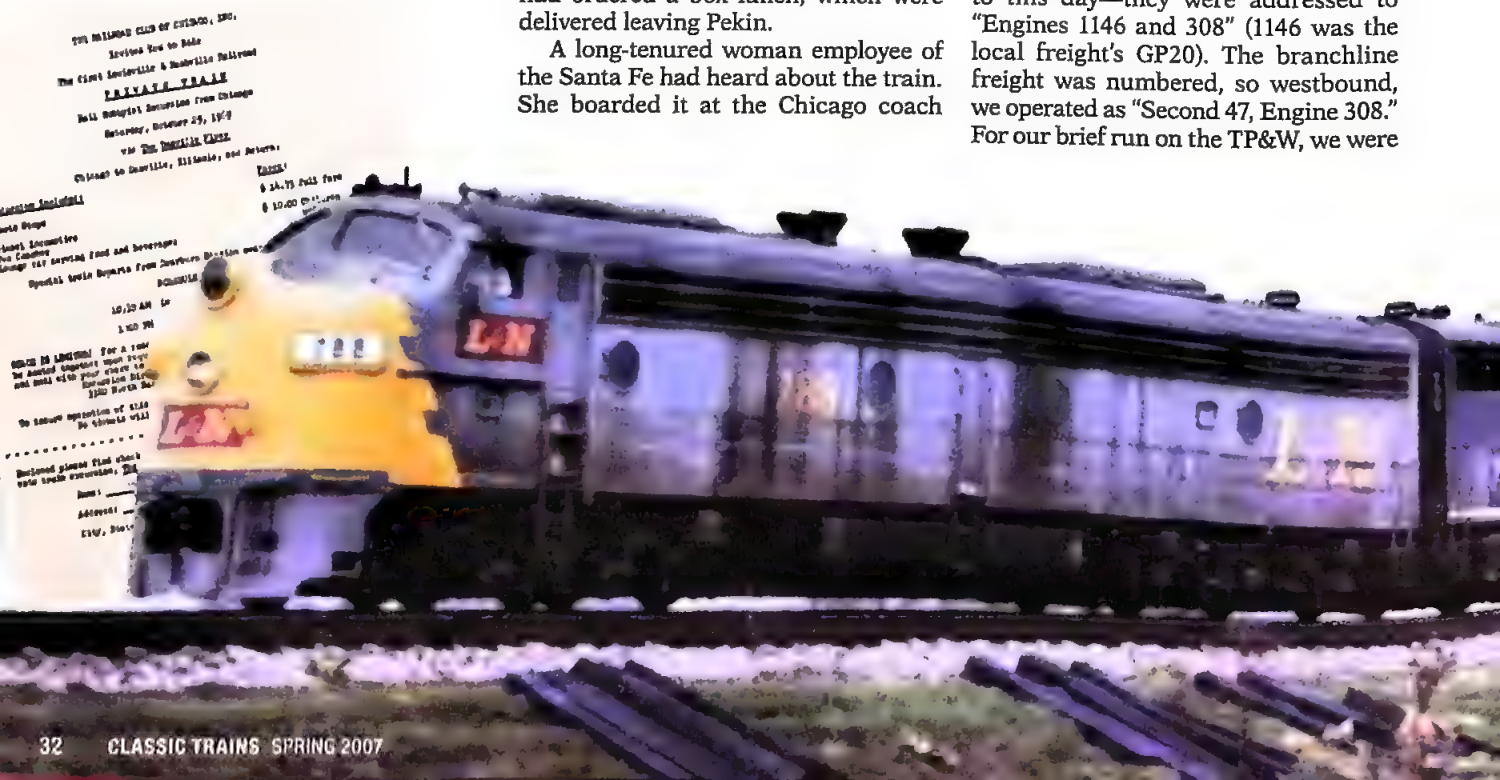
A long-tenured woman employee of the Santa Fe had heard about the train. She boarded it at the Chicago coach

yard before it backed into Dearborn Station, and seated herself in a choice middle-of-the-car seat, intent on using her pass to see the branch. When boarding time came, a revenue passenger came up to me and said a woman was in his seat. Chris Moffatt, the accompanying Passenger Department representative, and I diplomatically explained to her that this was a reserved-seat excursion train that was sold out. She could ride the train if she wished, but the only seating was in the ladies' lounge. She rode the entire trip there.

After Ancona and a halt at the IC diamond in Minonk, our next stop was Streator Junction: "Train stops for telephone clearance to enter onto TP&W track. While train is stopped, passengers detrain on left side and walk forward, crossing to TP&W siding. Train moves forward if necessary so that front of engine is about 5 feet east of telephone shack. After photographs are made, passengers walk back to cars."

We also made a double photo stop at Crandall, the point northeast of Morton where the branch crossed N&W's old Nickel Plate Peoria line. (Ironically, the only surviving portion of the Pekin branch today is a spur from Crandall into Morton, run by TP&W, which acquired rights from its East Peoria yard to Crandall on Norfolk Southern to reach it. The change came in the 1980's when Santa Fe owned TP&W.) Our final photo stop was west of Groveland.

Our crew had given their train orders to Chris Moffatt so they wouldn't be besieged by requests for them. Chris in turn gave them to me, and I have them to this day—they were addressed to "Engines 1146 and 308" (1146 was the local freight's GP20). The branchline freight was numbered, so westbound, we operated as "Second 47, Engine 308." For our brief run on the TP&W, we were





"ATSF Extra 308 West" to Pekin Junction, where the branch diverged. The Santa Fe orders also included this instruction: "Reverse Position as First and Second 48 Morton to Pekin Jct. and Streator Jct. to Streator. Not necessary to exchange orders." When the engines pulled abreast of each other at Morton, the crews compared orders. Eastbound, we were Extra 308 East.

After a short delay on Pekin's east side, we went on into town, now beyond our scheduled 2 p.m. arrival. At the Santa Fe depot, Pekin's mayor surprised us by showing up. He made a welcoming speech, and gave us, with his compliments, a truck full of beer and soft drinks. Before the train was turned, a Peoria & Eastern GP7 provided an extra photo opportunity with a solid, noisy performance as it struggled to lift a long cut of cars out of the Illinois River valley on its track paralleling the Santa Fe.

On the return we stopped at Streator, and Moffatt asked me if anything else was planned. I told him we were done and asked him to "get us home as fast as we can." We flew up the track to Joliet at speeds I had experienced only in the 90-mph territory across Kansas on the

Super Chief! The Monday after the trip, I sent my customary thank-you letter, and received the following reply from Santa Fe's president: "Many thanks for your nice letter of April 28. It is certainly good to know that you were so well impressed with the arrangements for the operation of the Chico Chief for the members of the Railroad Club of Chicago, and your kind words about our representatives will be shared with all who had a part in making the trip a successful one so they too may know their efforts were recognized in this manner. Your thoughtfulness in taking the time to write such a gracious letter is very much appreciated. With best wishes, sincerely yours, John S. Reed."

Some weeks later, Santa Fe folks invited me to a luncheon meeting of the Chicago Passenger Club, a professional travel industry organization. At the meeting they recounted the trip and introduced me. This professional organization was a close-knit fraternity that kept its members informed about air, rail, bus, and travel-industry goings-on. The Grand Trunk Western people in attendance were less than happy—they were still smarting from a recent excursion on their railroad operated by an individual who owned a steam locomotive,

During the "Flyer's" layover at the former Chicago & Eastern Illinois passenger station in Danville, a northbound L&N freight behind a mix of GE and EMD diesels provided a bonus opportunity for the photographers.

tive, a trip that had problems and did not get back into Chicago until the wee hours of the following morning.

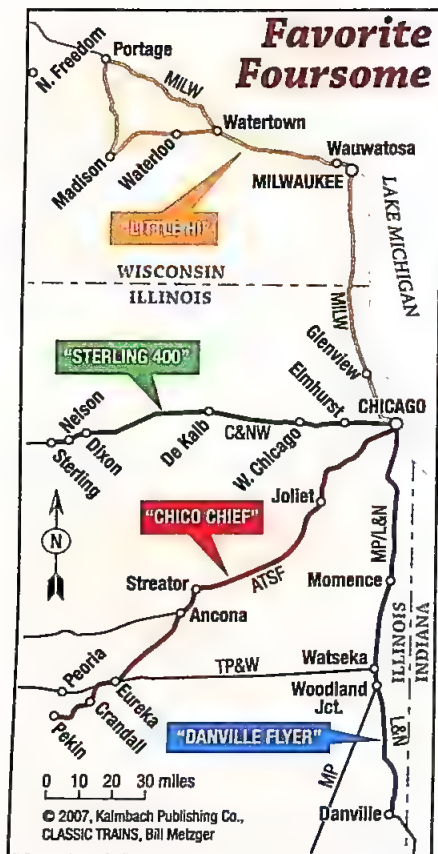
The success of the "Chico Chief" enabled me to set up similar trips on other lines. My objective was to have a legitimate reason for each trip so as to make it easy for the railroad to say "Yes." Going in beforehand, well prepared with details, always helped.

"Flying" to Danville

Louisville & Nashville in 1969 had finally acquired the eastern half of the Chicago & Eastern Illinois, as stipulated by the ICC in 1963 when it awarded control of C&EI to Missouri Pacific. This C&EI main line, which connected with L&N's St. Louis route at Evansville, Ind., put L&N into the Chicago market. Moreover, it included a passenger train. The likes of the *Dixie Flyer* and *Humming Bird* were gone, but the little *Danville-Chicago Flyer* remained.

Sporting two noteworthy L&N E units, our "Danville Flyer" pauses outside Momence for photos during the southbound trip.





It was a three-car train, two coaches and buffet-lounge *Harvest Inn*, that made a 246-mile round trip every day, north in the morning and back to Danville in the evening.

During the day, the cars sat in Chicago. Figuring that L&N needed to make its presence known in the nation's railroad capital and wouldn't mind turning a buck on its equipment's normal dead time, I proposed using the *Flyer's* cars during the layover for a round trip back to its namesake city, which would include pre-selected photo stops. As with the "Chico Chief," I avoided mentioning "photo runbys" because I was attuned to the railroads' concern for safety. Standing photo stops were safer than runbys, and I wanted to enhance our chances for the trips to run.

L&N consented, and we tabbed the train "Danville Flyer." Again we set a deadline on ticket sales so we wouldn't have to rely on fair-weather friends showing up on the morning of departure. The trip was scheduled for Satur-

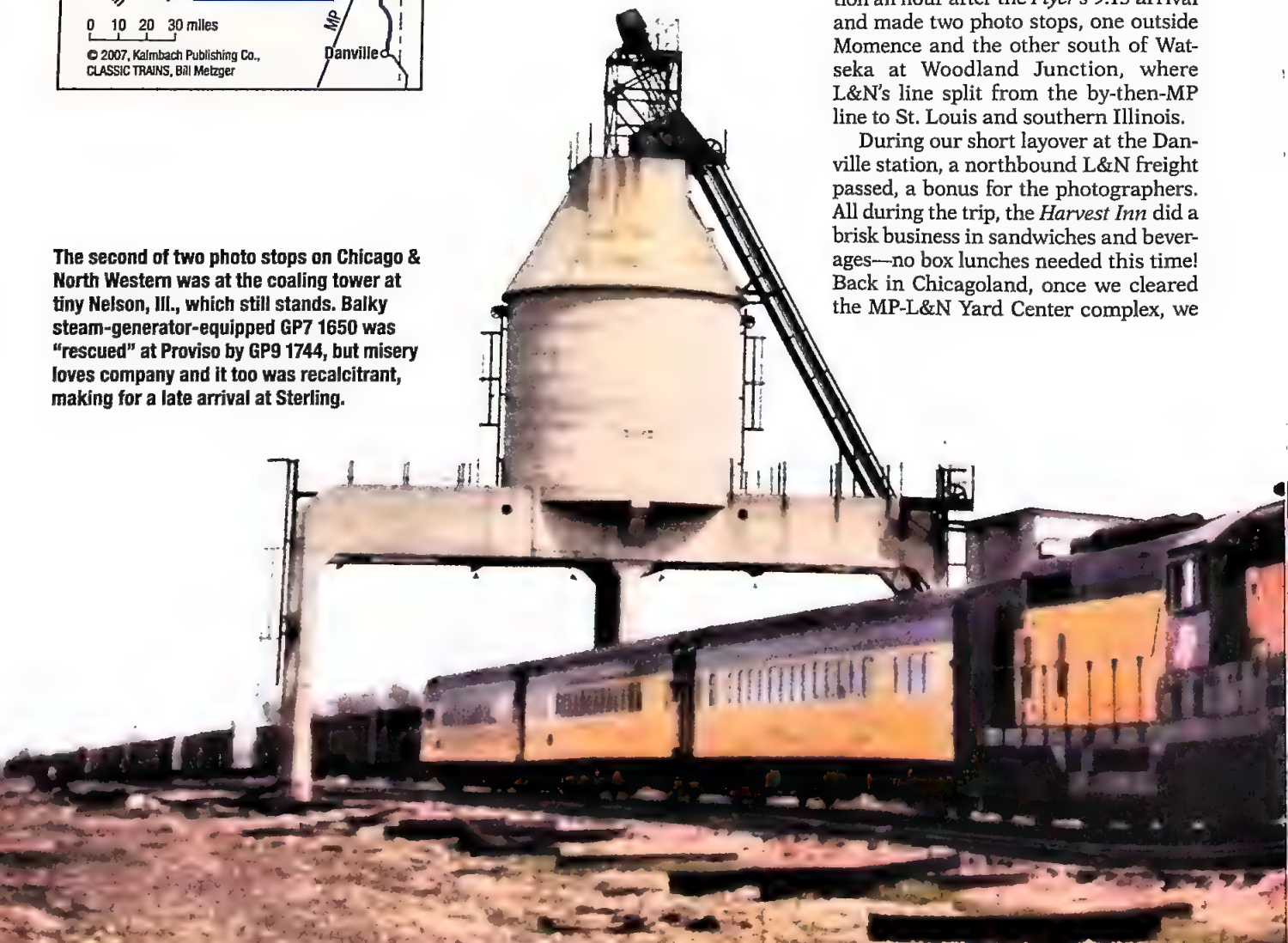
day, October 25, 1969, and no tickets were to be sold after the 17th. The guarantee was to be paid in full by the 20th, and we met the deadline.

Harold Edmonson, at the time vice president of the Railroad Club, and also Associate Editor of *TRAINS*, invited his boss, David P. Morgan, who in turn asked his longtime friend Charles B. "Charlie" Castner, assistant manager of the L&N news bureau in Louisville, to accompany him. Charlie wrote an article for the December 1969 issue of the employees' *L&N Magazine* entitled, "The Danville Flyer Takes an Extra Turn."

Normally the *Flyer* rated only a single E unit, which was turned during the Chicago layover, but our extra trip necessitated a back-to-back pair, and they offered variety. The 788, an ex-Frisco E8 in L&N's then-current gray and yellow, led southward, while 798, one of C&EI's two remaining E7's and still in MoPac blue, led northward. (C&EI had an E9, too, but MP kept that when it fobbed off the E7's to L&N in the C&EI power allotment.) We left Dearborn Station an hour after the *Flyer's* 9:15 arrival and made two photo stops, one outside Momence and the other south of Watseka at Woodland Junction, where L&N's line split from the by-then-MP line to St. Louis and southern Illinois.

During our short layover at the Danville station, a northbound L&N freight passed, a bonus for the photographers. All during the trip, the *Harvest Inn* did a brisk business in sandwiches and beverages—no box lunches needed this time! Back in Chicagoland, once we cleared the MP-L&N Yard Center complex, we

The second of two photo stops on Chicago & North Western was at the coaling tower at tiny Nelson, Ill., which still stands. Balky steam-generator-equipped GP7 1650 was "rescued" at Proviso by GP9 1744, but misery loves company and it too was recalcitrant, making for a late arrival at Sterling.



DRAWING ROOM

PARLOR CAR

DIAGRAM

Vestibule End

Men's Lounge

KALMBACH PUB CO

DRAWING ROOM "A"

1	ON MILW	✓	ON MILW	✓	3
2	ON MILW	✓	ON MILW	✓	4
3	ON MILW	✓	ON MILW	✓	5
4	ON MILW	✓	ON MILW	✓	6
5	ON MILW	✓	ON MILW	✓	7
6	ON MILW	✓	ON MILW	✓	8
7	ON MILW	✓	ON MILW	✓	9
8	ON MILW	✓	ON MILW	✓	10
9	ON MILW	✓	ON MILW	✓	11
10	ON MILW	✓	ON MILW	✓	12
11	ON MILW	✓	ON MILW	✓	13
12	ON MILW	✓	ON MILW	✓	14
13	ON MILW	✓	ON MILW	✓	15
14	ON MILW	✓	ON MILW	✓	16
15	ON MILW	✓	ON MILW	✓	17
16	ON MILW	✓	ON MILW	✓	18
17	ON MILW	✓	ON MILW	✓	19
18	ON MILW	✓	ON MILW	✓	20
19	ON MILW	✓	ON MILW	✓	21
20	ON MILW	✓	ON MILW	✓	22
21	ON MILW	✓	ON MILW	✓	23
22	ON MILW	✓	ON MILW	✓	24
23	ON MILW	✓	ON MILW	✓	25
24	ON MILW	✓	ON MILW	✓	26
25	ON MILW	✓	ON MILW	✓	27
26	ON MILW	✓	ON MILW	✓	28
27	ON MILW	✓	ON MILW	✓	29
28	ON MILW	✓	ON MILW	✓	30
29	ON MILW	✓	ON MILW	✓	31
30	ON MILW	✓	ON MILW	✓	32
31	ON MILW	✓	ON MILW	✓	33
32	ON MILW	✓	ON MILW	✓	34
33	ON MILW	✓	ON MILW	✓	35
34	ON MILW	✓	ON MILW	✓	36
35	ON MILW	✓	ON MILW	✓	37
36	ON MILW	✓	ON MILW	✓	38
37	ON MILW	✓	ON MILW	✓	39
38	ON MILW	✓	ON MILW	✓	40
39	ON MILW	✓	ON MILW	✓	41
40	ON MILW	✓	ON MILW	✓	42
41	ON MILW	✓	ON MILW	✓	43
42	ON MILW	✓	ON MILW	✓	44
43	ON MILW	✓	ON MILW	✓	45
44	ON MILW	✓	ON MILW	✓	46
45	ON MILW	✓	ON MILW	✓	47
46	ON MILW	✓	ON MILW	✓	48
47	ON MILW	✓	ON MILW	✓	49
48	ON MILW	✓	ON MILW	✓	50
49	ON MILW	✓	ON MILW	✓	51
50	ON MILW	✓	ON MILW	✓	52
51	ON MILW	✓	ON MILW	✓	53
52	ON MILW	✓	ON MILW	✓	54
53	ON MILW	✓	ON MILW	✓	55
54	ON MILW	✓	ON MILW	✓	56
55	ON MILW	✓	ON MILW	✓	57
56	ON MILW	✓	ON MILW	✓	58
57	ON MILW	✓	ON MILW	✓	59
58	ON MILW	✓	ON MILW	✓	60
59	ON MILW	✓	ON MILW	✓	61
60	ON MILW	✓	ON MILW	✓	62
61	ON MILW	✓	ON MILW	✓	63
62	ON MILW	✓	ON MILW	✓	64
63	ON MILW	✓	ON MILW	✓	65
64	ON MILW	✓	ON MILW	✓	66
65	ON MILW	✓	ON MILW	✓	67
66	ON MILW	✓	ON MILW	✓	68
67	ON MILW	✓	ON MILW	✓	69
68	ON MILW	✓	ON MILW	✓	70
69	ON MILW	✓	ON MILW	✓	71
70	ON MILW	✓	ON MILW	✓	72
71	ON MILW	✓	ON MILW	✓	73
72	ON MILW	✓	ON MILW	✓	74
73	ON MILW	✓	ON MILW	✓	75
74	ON MILW	✓	ON MILW	✓	76
75	ON MILW	✓	ON MILW	✓	77
76	ON MILW	✓	ON MILW	✓	78
77	ON MILW	✓	ON MILW	✓	79
78	ON MILW	✓	ON MILW	✓	80
79	ON MILW	✓	ON MILW	✓	81
80	ON MILW	✓	ON MILW	✓	82
81	ON MILW	✓	ON MILW	✓	83
82	ON MILW	✓	ON MILW	✓	84
83	ON MILW	✓	ON MILW	✓	85
84	ON MILW	✓	ON MILW	✓	86
85	ON MILW	✓	ON MILW	✓	87
86	ON MILW	✓	ON MILW	✓	88
87	ON MILW	✓	ON MILW	✓	89
88	ON MILW	✓	ON MILW	✓	90
89	ON MILW	✓	ON MILW	✓	91
90	ON MILW	✓	ON MILW	✓	92
91	ON MILW	✓	ON MILW	✓	93
92	ON MILW	✓	ON MILW	✓	94
93	ON MILW	✓	ON MILW	✓	95
94	ON MILW	✓	ON MILW	✓	96
95	ON MILW	✓	ON MILW	✓	97
96	ON MILW	✓	ON MILW	✓	98
97	ON MILW	✓	ON MILW	✓	99
98	ON MILW	✓	ON MILW	✓	100

Vanity

Women's Toilet

Agent's Stump

GLEN-MILW

HER 4

railroad agreed, and we set up the "Sterling 400" for Saturday, April 25, 1970. C&NW—which still ran the Chicago-Clinton former *Kate Shelley* 400 on the route, plus some intercity trains with conventional (i.e., not bilevel) coaches between Chicago and eastern Wisconsin points—provided three intercity coaches and a Geep. Our fare was only \$13.50 a head, with a limit of 150 passengers. Our deadline for ordering tickets and paying the fare was April 11 so photo permits to enter the plant could be prepared. A box lunch, to be paid for on board, could be ordered. Northwestern Steel would provide a bus transfer from the C&NW depot the short distance to the plant, where all passengers would sign liability releases.

Our schedule called for a 10 a.m. departure from C&NW's Chicago Passenger Terminal (a.k.a. "North Western Station"), with pickup stops at Elmhurst and West Chicago, and a 1 p.m. Sterling arrival. I had coffee with a trainmaster in CPT who recognized me as "the wagonmaster." We planned the day, which was to include photo stops at the De Kalb depot and the coaling tower at Nelson (which still stands in 2006!).

The schedule fell apart upon leaving Chicago. The locomotive—GP7 1650, which would not have to be turned at Sterling and was one of C&NW's few remaining road-switchers with a steam generator—would not make transition (shift gears). The best we could get out of her was 35 mph or so. Alerted by the crew, folks at the suburban Proviso Yard engine terminal had a "helper" ready for us when we got there: GP9 1744.

Now we're going to roll, I thought. Nope. The new unit wouldn't make transition either, so we limped along to Sterling. The first words from the steel mill representative when we finally ar-

rived were, "What kept you?" The mill had prepared for our visit, the largest group ever to visit at one time, and had shut down regular operations to entertain our customers. Assigned to round-the-clock work, six of the 0-8-0's were kept available for service; two were under repair, and eight were available for parts. Their job, Mr. Dillon told the fans on a green handout sheet, was to move carloads of scrap from the C&NW interchange over the scales and into the sorting yards. They also shifted tons of hot steel and ingots among the various mill buildings.

The mill crews offered cab rides and would cheerfully stop or start for the fans. The engines had been washed and trimmed with fresh paint on grab irons and footboards, and running boards were edged in white paint. Clearly, Mr. Dillon was proud of his locomotives. To reduce coal smoke pollution, one 0-8-0, No. 25 (probably ex-8325—NWS&W usually just kept the last two digits of the old number), had been converted to burn oil. An ex-KCS Vanderbilt tender had been turned around and coupled tank-end to the GTW 0-8-0's cab!

A good time was had by all, but it was a slow ride home, too.

Reliving the past

Our final excursion of the four, on the Milwaukee Road, ran six months later, on Sunday, October 4, 1970. Its *raison d'être* was also steam, but not on the host carrier. Rather, it was on the 4-mile ex-C&NW line operated by the Mid-Continent Railway Museum at North Freedom in central Wisconsin, where I've been active for decades.

I wanted to call this train "the Little Hi," but that didn't resonate with the Milwaukee Road's sales department, although the railroad, experienced with

The first photo stop with the Milwaukee Road special was at Waterloo, Wis. The parlor-car seating diagram noted that drawing room "A" was reserved for "Kalmbach Pub. Co."





Passengers from our "Hiawatha-type train" rode in the Mid-Continent museum's 19th-century cars behind Dardanelle & Russellville 2-6-0 No. 9, an 1884 Baldwin, out to photo runby spots on the museum's ex-C&NW line.

running specials to Wisconsin Dells, Badgers football games in Madison, and so forth, readily agreed to the charter, which we called a "Hiawatha-Type Train." Tickets were available through the club or the railroad, which assigned us E9A No. 34C, three intercity coaches, and a parlor car. We left from Union Station at 8 a.m., picked up passengers at suburban Grayland and Glenview, Ill., plus Milwaukee and Wauwatosa, Wis., and out of Watertown, Wis., we ran via Madison to Portage, Wis., back on the main line.

We made photo stops at Waterloo (west of Watertown on the secondary line) and north of Madison on the "M&P branch." At Portage, a division point where the E9 could be turned, buses met us after our 1:30 p.m. arrival to transfer passengers to the museum, 20 miles west. There, our passengers were promised a "special, first-time exclusive performance of America's best-looking active steam locomotive pulling a vintage freight train," and I make no apologies for the wording! A wooden passenger train of 1890's-era cars carried the photographers to runby locations.

I remember two things about this day. A parlor-car passenger, spoiled by the Milwaukee's parlor, objected to the walkover coach seats in the museum's 1890 Rock Island wooden car, once a parlor car and so marked on the outside. Then, at the first runby, the museum's "Wovie" engine, Warren & Oua-



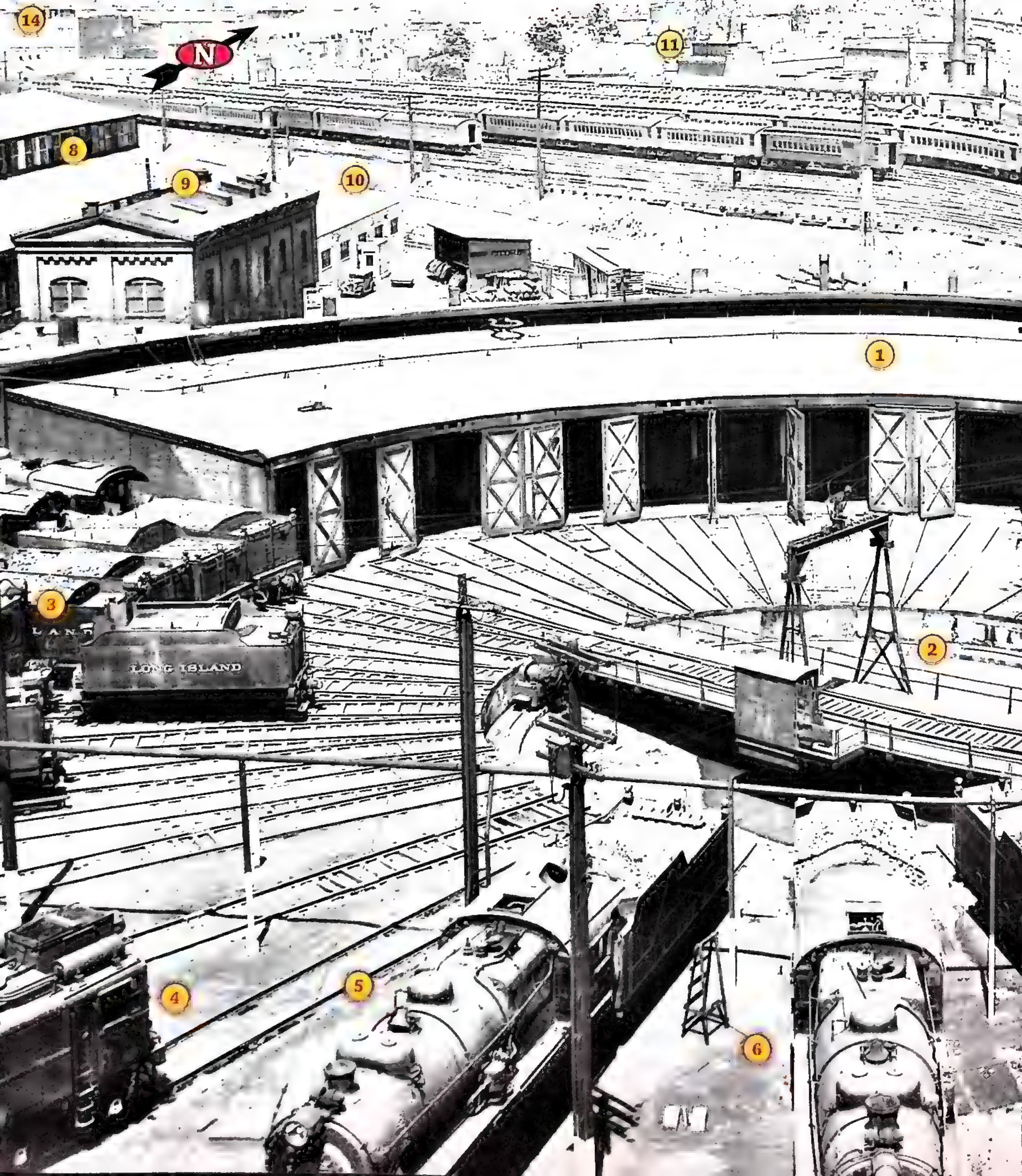
chita Valley 4-6-0 No. 1, came along with the freight, with the fireman providing a clear stack. That wouldn't do in the diesel era—the fans demanded the runby be done again, with smoke! This time I fired the engine, slugging the firebox with enough coal to produce plenty of smoke. Ken Breher, the regular fireman, told me he spent the rest of the day cooling the engine down!

On the Milwaukee, we charged extra for the parlor car, \$24 for a seat including a box lunch, the highest of any fare on the four trips. I could've sold out a second parlor car, but a second conductor would have been required, which would've eliminated any profit from the car. We designated the parlor RC-1, and its seating diagram for drawing room "A" is marked "Kalmbach Pub. Co." (Indeed, the January 1971 *TRAINS* "Second Section" column included a Stan Mailer photo of the backsides of the fir-

A clear stack wouldn't do for a photo runby, so I fired the museum's handsome "Wovie" 4-6-0 for a proper-looking second shot.

ing line during my smoky runby, with the caption inviting readers to identify staff members present.) Our four-hour return, out of Portage at 6 p.m. directly to Milwaukee and into Chicago Union Station at 10, was made at *Hiawatha* speeds, and those Nystrom trucks under the cars gave a smooth, quiet ride.

I'm sure many railfan clubs across America sponsored similar trips of lasting impression, but for me, these four specials were the high-water marks of my 15 years of preparing steam and diesel trips for the Railroad Club of Chicago. They were great fun to be involved in, as a "professional amateur" who worked with professional railroaders to provide memorable events for rail photographer hobbyists. ■



14

N

11

8

9

10

1

3

LONG ISLAND

2

4

5

6

Roundhouses east, central, and west

Long Island Rail Road, Morris Park, N.Y.

Less than a mile west of the LIRR's hub at Jamaica in New York City's Borough of Queens are the Morris Park shops, established in 1889. This view of the roundhouse at the east end of the complex dates from the mid-1940's, shortly after the 1945 construction of the concrete Fairbanks-Morse coaling tower, which is the vantage point for the photo. It's summertime at "the Park," very likely a weekend given all the motive power present. The influence of the Pennsylvania Railroad, which gained control of the LIRR in 1900, is evident in the PRR design of the locomotives and rolling stock; the three Atlantics at the bottom of the photo are leased from the parent road. Although not obvious from the photo's perspective, the coach yard in the background is at a higher elevation than the ground-level roundhouse. In the yard are mostly P54 locomotive-hauled coaches with clerestory and rounded roofs. This era would also find the occasional multiple-unit train (such as the one at the far right) laying over, although most of the yard lacked third rail. Morris Park still serves as the maintenance base for today's MTA Long Island Rail Road.

- 1 22-stall roundhouse
- 2 80-foot turntable
- 3 DD1 electrics among steam locomotives
- 4 109-ton Alco/GE/Ingersoll-Rand diesel No. 402
- 5 PRR E6s 4-4-2 No. 198
- 6 PRR E6s 4-4-2 No. 779
- 7 PRR E6s 4-4-2 No. 737
- 8 Back shop
- 9 Stores department auxiliary storehouse
- 10 Crew lunchroom and locker room for shop workers
- 11 Jamaica Storage Yard
- 12 BMT Jamaica Avenue subway/elevated line
- 13 To Jamaica and east
- 14 To Fresh Pond and Long Island City (the New York Penn Station-Jamaica main line is out of view in the distance, at the top of the photo)

Photo: Ewing Galloway. Research: John Scallia.



1

4

2

8

3

5

9



Rock Island, El Reno, Okla.

Even before Oklahoma became a state (in 1907), the tiny outpost of El Reno became the southerly crossroads of the Rock Island (Des Moines, Iowa, held a similar position). The first railroad to reach what was then called Reno City—the Colorado, Kansas & Nebraska—entered Indian Territory from the north in 1888, following the Chisholm Trail and reaching the fledgling town in 1889. The route would eventually extend from Chicago to the Gulf of Mexico. Three years later, the Choctaw Coal & Railway Co., later Choctaw, Oklahoma & Gulf, built east-west through the town on a route that came to stretch from Memphis, Tenn., to Tucumcari, N.Mex. By 1902, both roads were under control of the Chicago, Rock Island & Pacific, and El Reno had taken on greater importance as settlers streamed into the area. Though it would never become as large as Oklahoma City, 27 miles to the east, El Reno became the headquarters for RI's Oklahoma Division, and yard and shop facilities had sprung up by the 1930's. The Rock Island was a major employer in the area with its car shop and locomotive servicing facilities on the community's north end. During World War II, the roundhouse dispatched everything from 30-ton diesels to the road's heaviest Northerns and 2-10-2's. By the time of this photo—1949—dieselization was well under way. The yard and shops operated until the Rock went bankrupt in 1980. This portion of the road came under Missouri-Kansas-Texas Railroad control, operating as the Oklahoma-Kansas-Texas. As the Katy had its own service facilities elsewhere, the shops never reopened. Union Pacific brought the Katy into its fold in 1988, and despite having torn up much of the track and demolishing almost all of the shop facilities, still operates a small yard here. Only a few buildings, including the locomotive shop, remain.

- 1 24-stall roundhouse
- 2 100-foot turntable
- 3 Machine shop
- 4 Boiler room
- 5 Materials storage
- 6 Inbound/outbound engine tracks
- 7 Boiler-water dump
- 8 30-ton Davenport diesel No. 350 (shop switcher)
- 9 2-8-2 No. 2022
- 10 2-8-0 No. 1774 (stored; retired 1949)
- 11 4-8-4 No. 5031
- 12 Eastbound departure track
- 13 To Oklahoma City and Memphis
- 14 To El Reno yard, Wichita, Kansas City, Amarillo, and Tucumcari

Photo: Charles Rotkin, Standard Oil Co. of New Jersey. Research: Hal Miller.



17

N

16

15

14

13

2

1

12

3

4

5

7

6

8

18

19



Northern Pacific, Auburn, Wash.

Opened in 1913, NP's yard at Auburn, Wash., was situated immediately south of the wye that formed the junction of the road's east-west route to the Twin Cities via Stampede Pass and its north-south line between Seattle (20 miles to the north) and Portland, Ore. Fittingly, it was one of NP's largest terminal yards in the West. The heart of the two-mile-long facility was its engine terminal. Here at the north end of the yard immediately south of the junction was a 25-stall roundhouse, its 4 largest stalls used for the servicing of Mallets used on the Stampede grade. Other major structures included a car shop and a diesel shop (constructed in 1944). While the yard was important to the railroad, it was vital to the community which surrounded it. The population of Auburn in 1910 was 957; by 1913, shortly after the yard opened, the town had more that doubled in size, to 1,928. At one time, the NP employed more than 500 people in Auburn. This photo was taken in February 1970, just before the March 2, 1970, Burlington Northern merger began transforming Auburn and Stampede Pass from vital facilities to a backwater. Among the locomotive models visible here are EMD F units (including retired FT's), Geeps, and SD45's; Baldwin switchers; and a GE U28C. In 1987 the diesel shop, the last major structure standing at the yard, was demolished. Today the yard is used largely for car and train storage. But a brighter future may be in the cards as BNSF Railway is once again eyeing Stampede Pass as a major east-west route.

- 1 Roundhouse (formerly 25 stalls)
- 2 Turntable
- 3 Machine shop
- 4 Storage
- 5 Radio shop (formerly a lunchroom)
- 6 Lunchroom and bunkhouse
- 7 Blacksmith shop
- 8 Storage (formerly for steam-locomotive fire bricks)
- 9 Car shop
- 10 Stores department
- 11 Power house
- 12 Engine crew locker room and roundhouse office
- 13 Machine shop
- 14 Diesel shop
- 15 Bridge and Building department office and shop
- 16 "A" Street SE
- 17 State highway 18
- 18 To Seattle and Stampede Pass
- 19 To Tacoma and Portland

Photo: Ronald Boothe. Research: Joe Welsh, Ed Eckes, John Phillips 3rd, and Jim Fredrickson.

THE BEASTS

of Lafayette



No coal, mechanical woes, too big—for Monon's C628's, it was three strikes and you're out

By Tony Koester • Photos by the author

I was too young to experience steam locomotives struggling to climb out of the Wabash River valley at Lafayette, Ind., but I did live there during another remarkable, if brief, period in the city's railroad affairs: the dramatic three-year reign of Alco Century 628 diesels on the Monon Railroad. The ensuing visual and aural experiences suggested to me that the C628 was the hood-unit equivalent of the Alco PA, the cab unit that economist and historian George W. Hilton, in a *TRAINS* magazine book review, dubbed an "honorary steam locomotive."

The C628, of which 181 were built during 1963-68, may not have had the elegant lines of a PA, but it too had "big feet," looked as long as an aircraft carrier, chugged like a steam engine, and often belched enough black smoke to recall its coal-fired ancestors.

It didn't become a bestseller like EMD's later and slightly more powerful SD40, yet the C628 wasn't rare enough to give it the cachet among railfans of an endangered species. To Monon fans, though, the "400's," as they were known for their number series, were the locomotives that elevated the 541-mile road into the "big-time." When they were new, Alco billed the beasts as the "world's most powerful single-engine diesel-electrics." That was easy to believe if you happened to be driving down Fifth

Street in Lafayette and came face-to-face with one. Such an encounter made a lasting impression—as I saw through the windshield of my '62 Volkswagen beetle, a 400 looked like the *Titanic* sailing down the middle of the street.

In the steam era, Baldwin sales engineers seem to have come up with a proposal for an articulated steam locomotive for every railroad that ever turned a wheel, including the Monon. No sale. What was then the Chicago, Indianapolis & Louisville (it did not officially become the Monon until 1956) was happy with its potent, booster-equipped J-4 class Mikados. Happily, for fans anyway, the quest to sell big power to the Hoosier Line didn't end there—Alco got an order for nine of its new six-axle Century 628's in 1964. They had a 251-series V-16 prime mover rated at 2,750 h.p. (rounded up to "28" for the designation), GE model 752 traction motors, and a GE 586 main generator pushed to its horsepower limit. Only the Atlantic Coast Line was an earlier C628 buyer.

Why such large locomotives for the little ol' Hoosier Line? President and Chairman of the Board William Coleman had his fingers in several pies, including a plan to ship West Virginia coal by barge to Louisville, then transload it into hopper cars for a ride over the Monon to the Lake Michigan port of Michigan City, Ind. (and the north end of its original main line), thence by water to Chicago. As one might expect,

several Eastern coal-hauling railroads objected, and shortly after the C628's were ordered, the scheme fell apart. On January 28, 1965, the Interstate Commerce Commission, by 6-to-5, voted "no" to the plan. Two years later, Coleman resigned his executive positions (although he remained on Monon's board and executive committee).

Previously, under John W. Barriger, the CI&L had been an early advocate of internal combustion—it beat heralded Gulf, Mobile & Ohio to full dieselization by three months in 1949—and its fleet of F3's and BL2's, plus nine Alco RS2's, had served it well. The only other road-power venture beyond EMD had been two Fairbanks-Morse H15-44's, which the railroad re-engined in 1960 with EMD 567's.

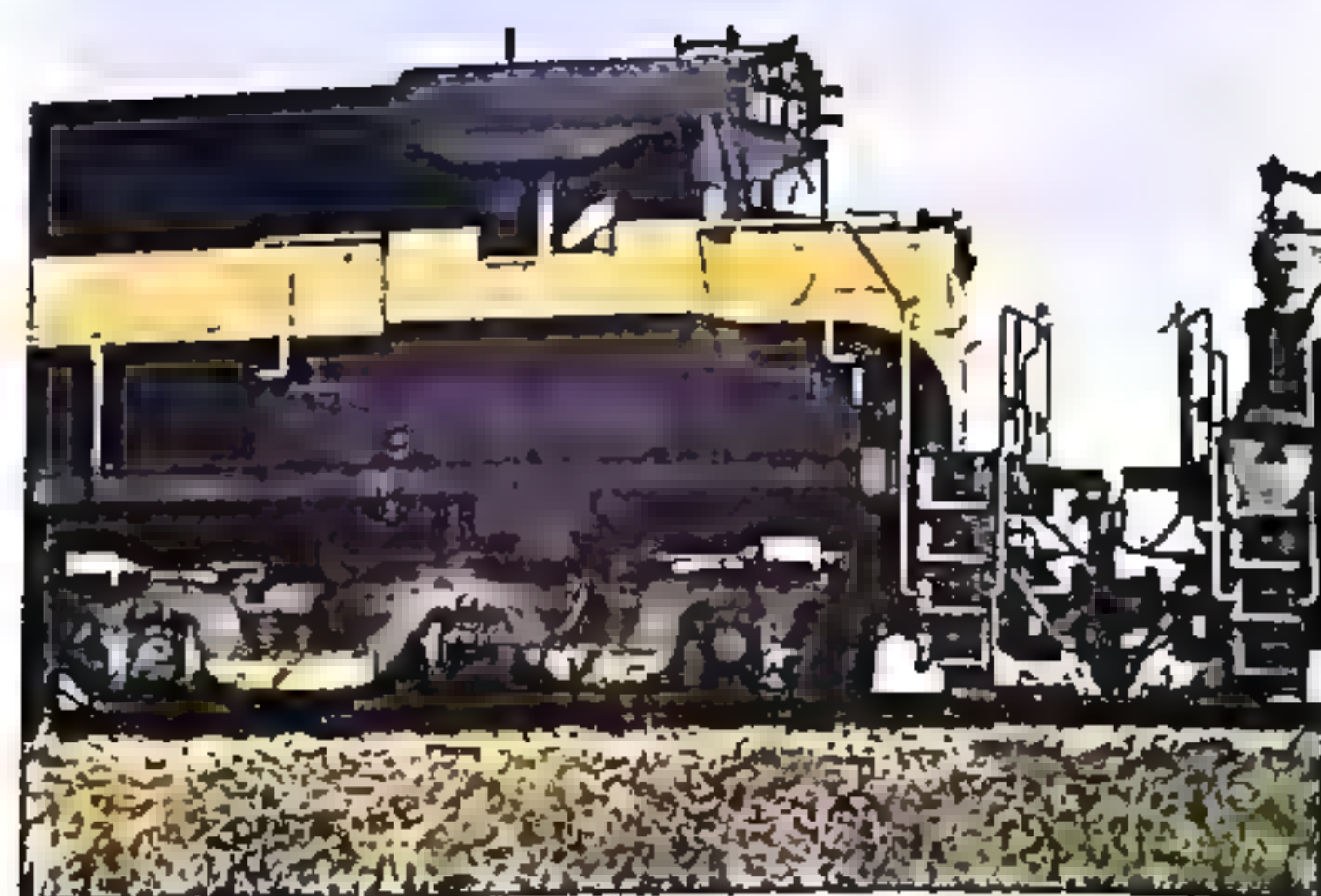
Rebuilt RS2's to the rescue

Then came the 628's. Numbered 400-408—a mistake in Monon's specs, as the first unit was to have been 401 per the road's previous and subsequent numbering practices—they were acquired specifically to haul Coleman's stillborn unit coal trains. When those failed to materialize after the ICC veto, Monon had to find other work for them.

Since their arrival in March 1964,

A set of the Century 628's picks up speed as they roll time freight 73 south of Lafayette in July 1965 (below). They came as 400-408, though Monon intended them to be 401-409.





Two photos, J. David Ingles

Just weeks old, three C628's, led by No. 404 running long-hood-forward, roll train 72 by semaphores (left) north of New Albany on March 29, 1964. Note that the 404 (above, at Youngtown) has no number on the cab yet.

them RS2m's. They got a new air-brake system to enable them to m.u. with the 628's and were given full multiple-unit capability. An RS2m then could be spliced between two C628's, reducing total tractive effort to a more reasonable, but still potent, 207,000 lbs. at MCS. The horsepower rating for the RS2's was boosted to 1,600, and they were renumbered from series 21-29 to 51-59; two, 53 and 55, kept their steam generators.

The C628's did have "a difficult birth," as Chris MacDermot put it. He should know, as he was Alco's assistant service manager at the time (he later became chief mechanical officer for the Delaware & Hudson, which knew how to get the most out of its "hometown" Alco fleet). Problems arose from two directions. Early C628's, including Monon's, had a model 800 turbocharger, developed especially for the 628—but it was not reliable. "Model 800 turbochargers failed at the thrust bearing on 16-cylinder engines," MacDermot recalled. "An ongoing design effort to upgrade Alco's older model 500 and 700 turbos had produced a unit that tests showed was suited for engine ratings up to 3,000 horsepower. It was therefore faster and more economical to retrofit C628's with the new model 720 turbo than to address the 800's deficiencies."

Moreover, the 628's new Forged Aluminum Ring Carrier pistons, a joint Alcoa (Aluminum Co. of America)-Alco design effort, failed with alarming regularity. Minor problems also surfaced, including main-frame flexing that caused a misalignment of the shaft driving the radiator cooling fan. "The whole Alco building used to shake when the president of the Monon would call with his latest complaint," MacDermot chuckled.

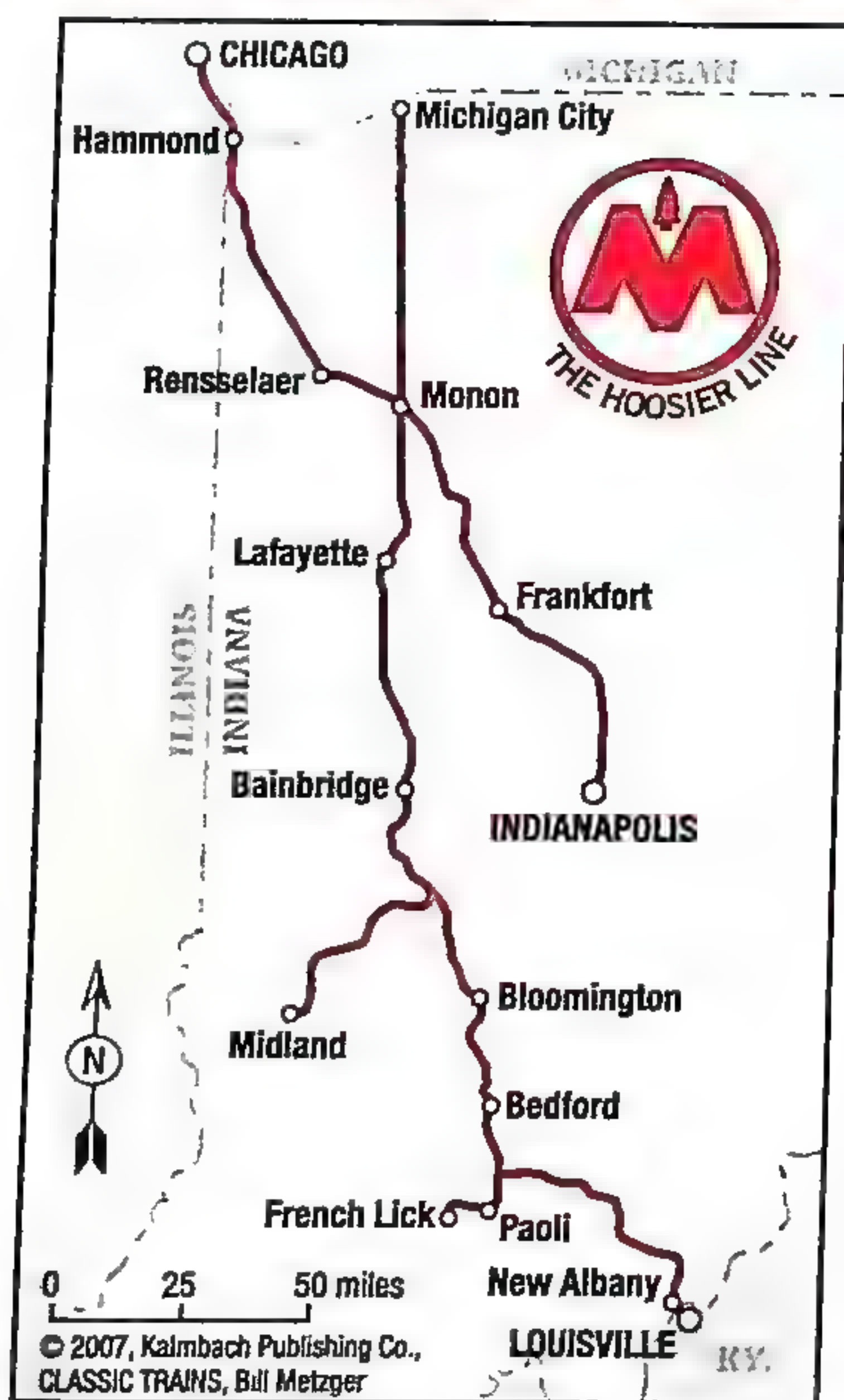
"The new aluminum pistons were

and exerted 80,000 pounds of tractive effort at the minimum continuous speed (MCS) of 10.5 mph at full throttle—the equal of a J-4 Mike with its booster cut in. Ballasted up to almost 200 tons apiece for the anticipated coal traffic, the Monon C628's were second in weight only to Norfolk & Western's, which hauled the same stuff (and would go on to a second career on Chicago & North Western, toting iron ore on Michigan's Upper Peninsula).

Two C628's were sufficient north of Lafayette, but three were needed on the hilly south end, especially below Bainbridge. Three units, though, could provide just a bit too much tractive effort. On occasion, circumstances would cause a train to fall below MCS on a grade. According to Monon engineer Ron Marquardt, "That's when the trouble started. This caused tractive effort to climb well above the rated 80,000 pounds. I often suspected it was in the 90- to-100,000-pound range."

"In those days," Marquardt continued, "the industry standard for tensile strength of knuckles was 250,000 pounds. Three C628's coupled had a combined rated tractive effort of 240,000, just below the knuckles' rating. Below ten-and-a-half miles an hour, they could exceed that figure. And those ratings were for new knuckles; the C628's sure could sort out any knuckles on the head end that were suffering from metal fatigue!"

Monon's solution was a rebuild program at Lafayette for its RS2's, making



the beasts had earned their keep on the Monon's hot 70-series time freights between South Hammond yard near Chicago and the Kentucky & Indiana Terminal Railroad's Youngtown Yard in Louisville, which Monon (and B&O and Southern) used. They were built with 4,000-gallon fuel tanks, usually enough for three round trips out of Lafayette, site of Monon's shop. A C628 stretched almost 70 feet, weighed 399,500 pounds,

'bulletproof' in the lab," he said, "but they succumbed to differential thermal expansion cracks in field service. We had no fallback design, so like a patient awaiting an organ transplant, Alco experienced a near-fatal blow. The problem wasn't cured until the steel-cap piston could be designed, tested, and released into the field. As the upgraded parts were retrofitted, the C628's became really great locomotives."

Tri-mount truck troubles

I spent a lot of time along the Monon around Lafayette in the mid- and late 1960's, and thanks to Ron, I rode from Lafayette to McDoel Yard in Bloomington and back on two 70-series freights. The lead unit on both trips was a C628 and, with one noteworthy exception, they rode like heavyweight Pullmans.

The cab was a quiet place to work and ride, with the unused steam-generator compartment just behind the cab acting to muffle engine sounds. The unit's large windshields and stub nose ensured that we had an excellent view of idiot motorists who crowded grade crossings. I doubt we would have even felt the impact if one of them had blundered just a little closer to the tracks.

The exception to a great ride was the C628's tendency to "hunt" in the curves. According to Alco's Chris MacDermot, "The rigid-frame six-wheel trucks, lacking a floating bolster with swing arms or a 'metalastic' suspension to provide lateral freedom, would enter a curve, run up against the outside rail, and then with a *thump* be forced in the direction of the curve. This happened several times per curve.

"No one back east appreciated the nuances of maintaining tri-mount trucks under a C628 in the early days," he continued. "Clearly, Santa Fe and Southern Pacific mechanical people must have figured it out, because derailments were not an issue with their fleets



Monon 400 heads up a "C628-RS2 sandwich" as time freight 73 rolls past the Eli Lilly plant south of Lafayette on an April 1966 morning.

of RSD15's, all on tri-mount trucks. Either they didn't tell us their secrets, or we weren't listening. Personally, I didn't learn those tricks of the trade until I went to the Delaware & Hudson, where we had 18 C628's to contend with. In my view, the tri-mount truck got a bad rap, especially in the United States. It was almost a worldwide standard then, used on a majority of Alco's export locomotives. They performed very well then, and a large percentage of them remain in service to this day.

"One problem," MacDermot reflected, "was that when the three-axle truck began to be delivered in large numbers, the railroads—especially those in the east—were in a downhill financial spiral. They deferred track and roadbed maintenance. Where a two-axle truck might successfully negotiate poorly

maintained curves and turnouts, a heavy six-axle, rigid-truck-frame locomotive on the same track would derail every time. I'd hate to tell you how many yard tracks I've seen torn up behind a big six-axle-locomotive consist! Six-axle locomotives demanded good rails, sound ties, solid ballast, and a generous application of gauge rods."

MacDermot described another problem with three-axle trucks he encountered on the Delaware & Hudson. "Flanges on the outer wheels would

In rare passenger duty, the 403 passes the Santa Fe coach yard as it brings the north-bound *Thoroughbred* into Chicago in 1966.



"You can't overload a 628!"

One nice summer day when Monon's C628's were fairly new, I had two of them on No. 72 north out of Bloomington with a full-tonnage train and no pusher. Just about the time we topped Hunter's Hill, the lead unit died, and we couldn't get it restarted. We had enough of the train over the hill to keep going, so I called the dispatcher on the radio to tell him we had double tonnage plus a dead 628.

There was a lengthy pause, then Jim Justice, our superintendent of motive power, came on the radio and instructed us to keep going until we got hung up, and to ignore the short-time ratings on the traction motors. I knew right then this was going to be a memorable trip.

I figured we'd have to double every hill on the Middle Division, but, believe it or not, we went all the way to Lafayette without hanging up or doubling any hills. The lead unit, which was dead, was still laying sand, which helped the second unit. It never slipped a wheel on either of the steep grades at Spring Cave or Bainbridge!

We went up both of these hills at two or three miles per hour with the load meter buried against the peg. Smoke poured off the insulation on the traction motor leads, but we kept moving. Periodically, Jim Justice would come back on the radio to check with us and root us on.

When, an eternity later, we finally yarded our train in Lafayette and took the two 400's to the Hill (the shop area), Jim was there to meet us and tell us what a fine job we'd done. We then inspected the insulation on the traction motor leads and some other wiring, and it was cooked.

I knew the entire locomotive would have to be rewired, probably at a cost of several thousand dollars, so I asked Jim why he kept egging us on. "Yesterday, I was in a meeting in Chicago with some of our vice presidents," he said with a wide grin, "and the damned fools told me it was impossible to damage these locomotives by overloading them. I told them they were nuts, and today you gave me the opportunity to prove it!"—Ron Marquardt



The days of both the F3's and the C628's on the Monon are numbered in August 1967 as they gather, unknowingly, at the shops on "the Hill" above Lafayette yard. More C420's are coming.

wear rapidly and need re-profiling, yet the center axle saw little wear. Repeated trips over the wheel-truing machine would soon have each truck teetering on the middle axles, reducing the weight carried on the outer axles. This encouraged the outer wheels to climb out of the gauge under certain conditions and

could lead to derailments.

"We learned that we had to observe strict rules about matching wheelsets in tri-mount trucks," he said. "In fact, we deliberately started a reconditioned truck with smaller wheels on the center axle. This way, conditions got better rather than worse as the unit accumu-

lated service miles, and we avoided needless machining on the center wheelsets."

As far as the Monon was concerned, engineer Ron Marquardt recalls, the 400's were not speed-restricted on the main line. "There were some side tracks where they were restricted, but I don't know of any passing tracks that couldn't handle them. And if they had been as hard on the track as some reports claim, I can assure you that management would have placed speed restrictions on them, especially on curves."

Moreover, Marquardt noted, the 400's were used repeatedly on the French Lick and I&L (the old Indianapolis & Louisville) branches in three-unit consists on coal trains at normal speeds. "Do you think we would have run them over the Paoli trestle if there had been a major problem?"

From a railfan's perspective, Monon's Century 628's were nothing but good news. I clearly recall their chime horns, as well as those on the Century 420's that succeeded them, which were unusually mellow. The only chimes I've heard elsewhere that were quite that melodic were on the Bessemer & Lake Erie. Sweet!

The 400's had dual controls, and engineer Marquardt remembered that, "They were awesome creatures when running long-hood first. Visibility was practically nil, and the fellow riding the fireman's seat had to keep his eyes peeled. I later got to ride the UP Challenger on the Clinchfield, and looking down that long boiler reminded me of the C628's—poor visibility and lots of greasy, black smoke!"

The beasts' honorary steam-locomotive status was made clear to a trackside observer when they would chug down Fifth Street's manmade canyon of storefronts in Lafayette. I'm sure the effect was the same in Bedford and New Albany, where Monon also paraded down city streets. The C628's exhaust beat almost replicated that of a steam engine, both in cadence and volume. They oozed the demeanor of the proverbial 500-pound gorilla as their massive presence made it abundantly clear that they and their charges were going to continue down the street no matter who or what ventured into their path.

Instead, more C420's are the choice

"Three strikes and you're out" applied to the Monon's Century 628's as much as to baseball. Although considerable coal traffic was routed over the Monon during the big Alcos' tenure, the unit

trains that led Coleman to buy them, and a fleet of new hopper cars, never materialized. Strike One.

Early problems with blown pistons and turbos and ongoing concerns with the three-axle trucks got them off on the wrong foot. Monon's skilled shop forces in Lafayette worked hand-in-hand with Alco to solve the turbocharger and prime-mover problems being experienced by all 628's. Steel-capped pistons resolved most of those concerns, "but the C628's did shove the track out of alignment on occasion," retired road foreman of engines Russ Jackson recalls, "because the design just didn't 'slew' very well."

Management's expectations caused the operating department to "load them to the hilt," Jackson continued. "In my opinion, they were overloaded most of the time. The overloading caused the mechanical department lots of headaches with burned traction motors, main generators, turbocharger bearings, and such" [sidebar, opposite page].

"The problem," Ron Marquardt added, "was that the yards would 'boot-leg' tonnage on the trains and then get creative with their pencils when figuring tonnage. They could lie to the dispatchers and crews, but they couldn't lie to the locomotives. And if an engineer had the slightest chance of pulling a hill, he wasn't going to shut off just to satisfy the short-time rating. If they were pulling the correct tonnage, however, the 400's would usually top the ruling grade without exceeding the short-time rating"

When a 628 did fail for whatever reason, the Monon lost one-ninth of the fleet, a critical point noted by Willard Winter, assistant superintendent of motive power and equipment. In horsepower terms, it was almost like losing two F3's, BL2's, or RS2's. Alco's liberal guarantee initially covered the costs of all major failures, but it wasn't a lifetime guarantee. A low and outside pitch, perhaps, but a called Strike Two.

The mismatch between locomotive size and capabilities and the Monon's systemwide needs was not so easily vanquished. The main problem was the units' inherent lack of flexibility. "They were too long to be moved through the backshop using the overhead crane," Russ Jackson recalled, "so a 400 had to be taken outside to the transfer table to move it to another spot in the shop for repairs."

Further, as the rebuilt RS2's bumped the third C628 from many consists, the orphans were employed in local service,



The plywood plate on the nose of new C420 518 at Lafayette in August '67, where the oscillating headlight from a C628 will go, attests to the small amount of items the Monon salvaged.



Before selling them to Lehigh Valley, Alco rebuilt the Monon 628's and fitted them with dynamic brakes. LV 633, ex-Monon 400, is eastbound near Penn Haven Junction, Pa., in June 1970.

including solo runs up the original main line to Michigan City. Local crews were less than thrilled about taking such heavy beasts onto the light rail of customers' sidings, and they were too heavy to be used on the Indianapolis line. Clearly, the 130-ton, B-B-trucked C420's were a better bet. Strike Three.

Monon management didn't perceive the problem to be with Alco products in general, though, so in August 1967 it traded in the 628's to Alco on a second order of C420's. This dozen followed a first group of six, which had proven themselves in terms of reliability and flexibility. Only the red and white oscillating signal lights, and one of each unit's control stands, were salvaged from the 400's for reuse on the C420's.

The story has a happy ending, though, not only for the Monon but for the 400's as well. Alco performed a factory rebuild and fitted them with

dynamic braking, then sold them to the Lehigh Valley, which numbered them 633-641. They were delivered in the multi-colored Valley's scheme-du-jour, a black-and-white "snowbird" livery that wound up being unique to its C628's. And even if you didn't remember the road numbers, you could spot LV's ex-Monon units at a glance: their end handrails were more squared off than those on the Valley's original order of C628's.

As luck would have it, two years later I also moved east, from an engineering job in Lafayette to New Jersey, to work for *Railroad Model Craftsman* magazine. Thanks to a knowledgeable group of local railfans, I soon found myself trackside in Pennsylvania with several new friends, plus nine old ones from the Hoosier State. It was reassuring to discover that the big Monon Century 628's had found work in a comfortable new home. ■



Photo Section

In El Paso, Texas, Southern Pacific trains once rolled right through downtown on a city street. The hazards this posed to pedestrians and vehicles were recognized as early as 1889, but it wasn't until 1948 that work began on a trench and tunnel project. The Bataan Memorial Trainway, named in honor of the soldiers (many of whom trained at nearby Fort Bliss) brutalized in the World War II "death march" in the Philippines, opened on August 21, 1950. A dozen or so years before that date, 4-8-2 No. 4387 eases through town with train 12, the *Apache*, a Los Angeles-Chicago Golden State Route train.



CLASSIC TRAINS collection

Photo Section

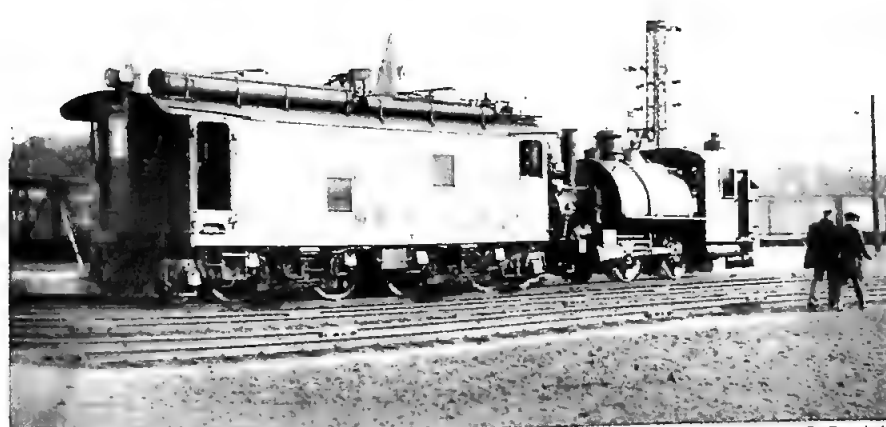
Richard Steinheimer





Walter Voelker

Electric and steam locomotives mingle at Avery, Idaho, on the Milwaukee Road's Pacific Extension line. As "Little Joe" electric No. E78 and a mate pull out of the yard with an eastbound freight, S3 Northern No. 263 rests after bringing the *Columbian* east from Othello, Wash., over the 216-mile gap between the electrified Coast and Rocky Mountain divisions.



Dana D. Goodwin

The New Haven was a pioneer in electrification, but it still used good old steam power to switch its Van Nest electric-locomotive shops in the Bronx. In 1915, eight years after NH began mainline electric operations and two years after Van Nest opened, little 0-4-OT 2811 moves EP-1 motor 037 around the complex. Two 0-6-OT's worked at Van Nest into spring 1953, outlasting the road's regular steam operations by a year.

Having brought a train up from Grand Central Terminal, a New York Central P-2a electric has cut off and pulled ahead at Harmon, N.Y., the end of NYC's Hudson Division third-rail district. As the "P motor" bleeds off its steam line in the distance, E-unit diesels back down onto the train, which will soon resume its run up the Hudson River valley. The time: mid-1960's.

Photo Section



Jersey Pacifics—1: On the New York & Long Branch, the joint Pennsylvania Railroad-Jersey Central operation along the North Jersey coast, a PRR K4s 4-6-2 hurries across the Navesink River at Red Bank with a train bound for Bay Head Junction. Coming north in this 1955 scene is a CNJ Fairbanks-Morse road-switcher with a Bay Head-Jersey City train.

Jersey Pacifics—2: Dressed in the blue that replaced her original green livery, Baltimore & Ohio P-7e No. 5319 is serviced at CNJ's Communipaw roundhouse in Jersey City on May 3, 1952. The 1928 Baldwin is the last-built of the road's 20 "President" Pacifics; she originally bore the name *President Arthur*. She's working the B&O-Reading-CNJ Royal Blue Line service.

Ed Theisinger



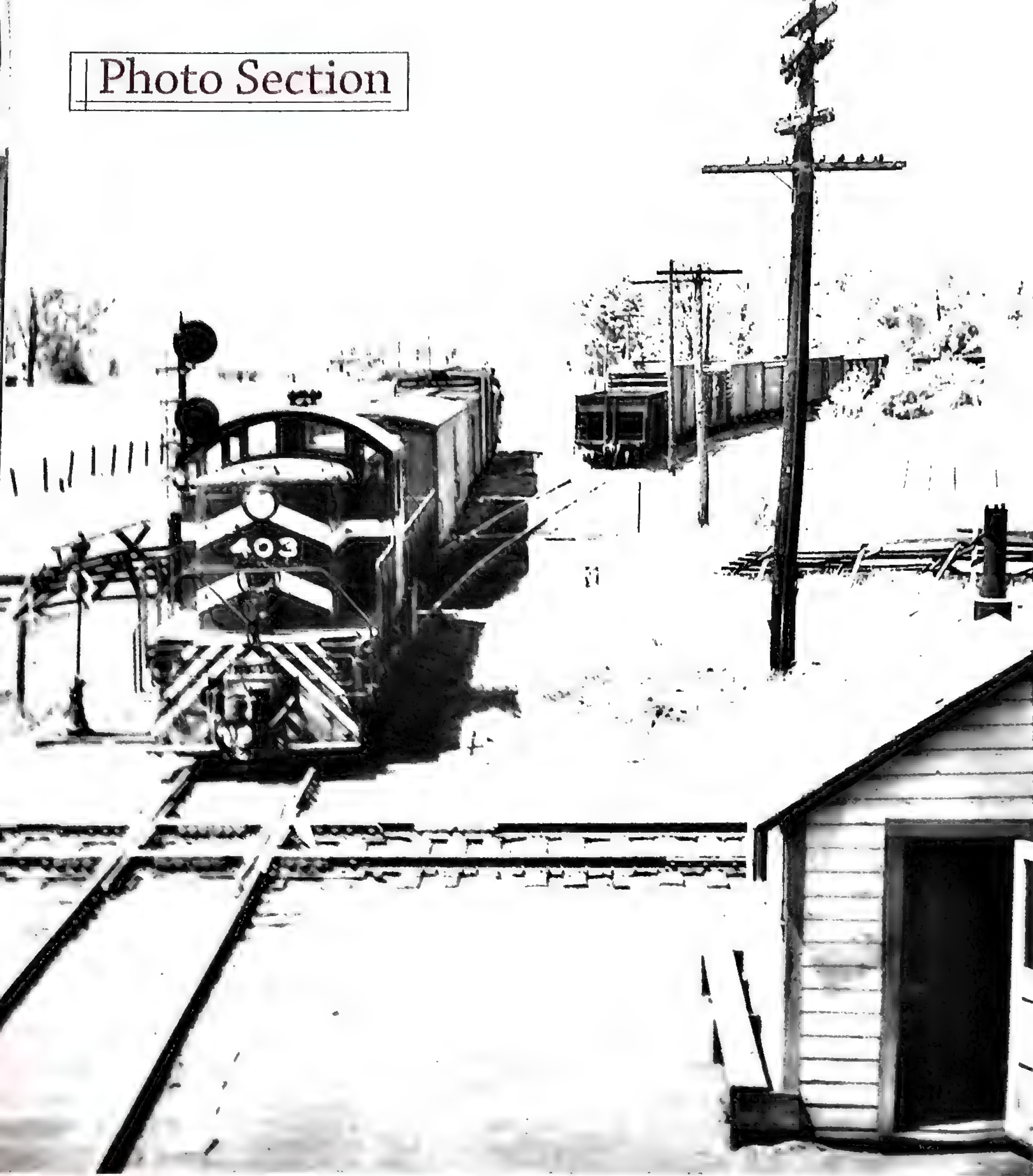


Two photos: I. W. King, Joel King collection



Jersey Pacific—3: Erie Railroad K-1 4-6-2 No. 2522 stands outside her owner's passenger terminal at Jersey City sometime in 1953. Built in 1905-08, the 59 K-1's were based on a San Pedro, Los Angeles & Salt Lake (Union Pacific) 4-6-2 that Erie borrowed for tests. K-1 2530 ended the steam era on the Erie when it arrived here with a Spring Valley train on March 17, 1954. Erie moved its passenger trains out of Jersey City and over to Lackawanna's Hoboken Terminal in 1957; the two roads merged in 1960.

Photo Section

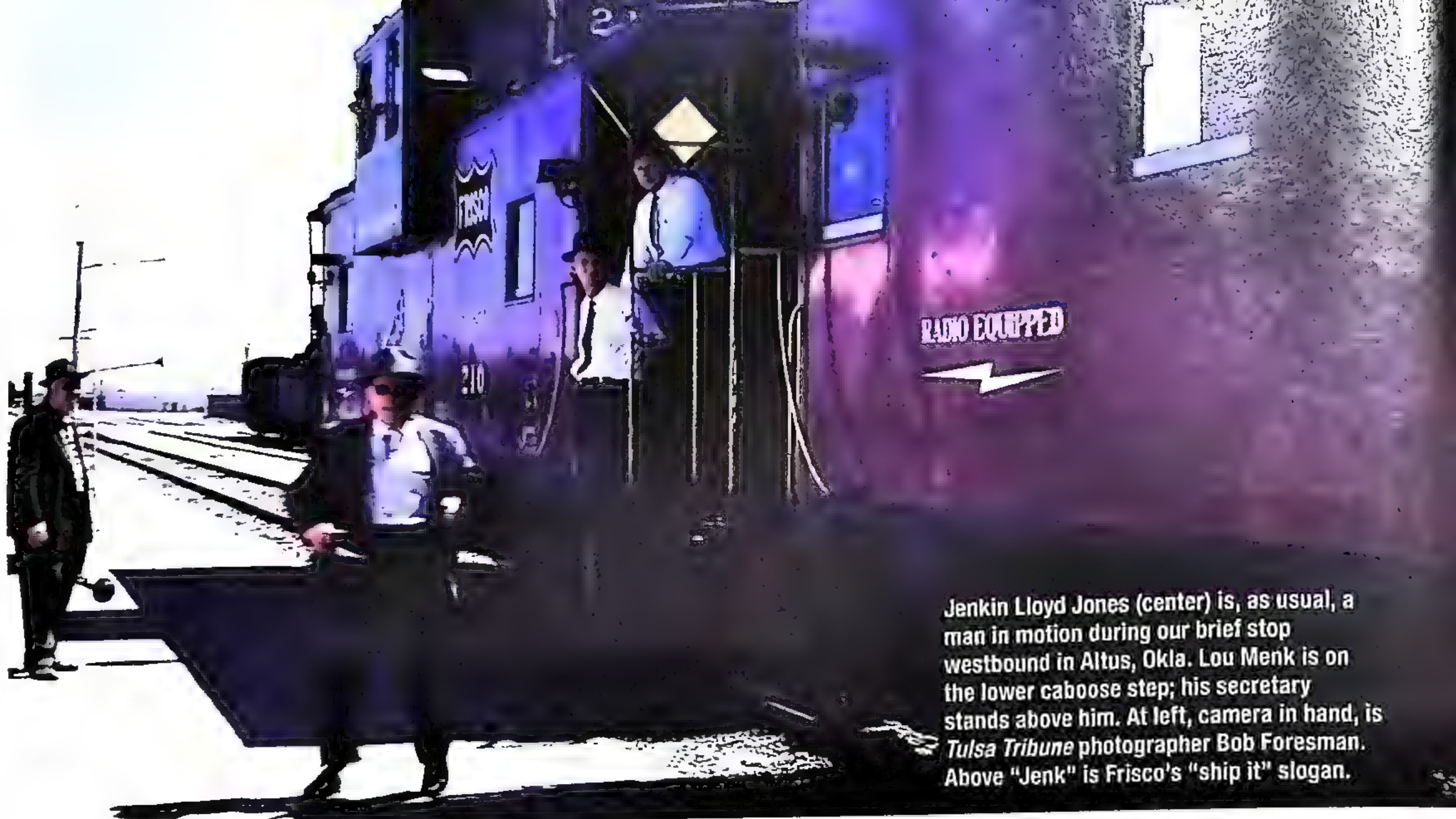


Above, Jim Shaughnessy; right, Don Sims

Train 8, east: About 1,000 feet from the Canadian border, Rutland RS1 No. 403 approaches the Delaware & Hudson main line to Montreal at Rouses Point, N.Y., with mixed train 8 from Ogdensburg, N.Y. The shanty in the foreground of this 1955 scene controls movements over the diamond, while the cars in the background stand on the Rutland-D&H interchange track.

Train 8, west: Denver & Rio Grande Western No. 8, the *Prospector*, departs Ogden (Utah) Union Station behind an FT cab-booster diesel pair at 3:50 p.m. on a day in 1952. At Salt Lake City, two Pullmans and a diner-lounge will be added to the consist for the 570-mile, 14-hour 45-minute trip to Denver via the Moffat Tunnel.





Jenkin Lloyd Jones (center) is, as usual, a man in motion during our brief stop westbound in Altus, Okla. Lou Menk is on the lower caboose step; his secretary stands above him. At left, camera in hand, is *Tulsa Tribune* photographer Bob Foresman. Above "Jenk" is Frisco's "ship it" slogan.

Jenk & Menk

A 1960 "command performance" on the Frisco included a caboose ride

By G. Mac Sebree • Photos by the author

This improbable tale started in 1957, when I arrived in Tulsa, Okla., as the new manager of the local United Press International wire service bureau. As part of my duties, I paid a courtesy call on the editor of the *Tulsa Tribune*, Jenkin Lloyd Jones. Above his desk was an enormous map of the United States, on which were hundreds of push-pins and a tangle of colored yarn. Pointing to the map, "Jenk" (as everyone called him) claimed to have ridden almost as many railroad miles as the legendary train-rider E. M. Frimbo (in real life *New Yorker* writer Rogers E. M. Whittaker).

Jenk probably had. A nationally known editor and syndicated columnist, he wasn't your average railfan. He traveled widely and did not hesitate to use his position to command attendance from any railroad official listed in the *Official Guide*.

Our first conversation stretched from the scheduled 10 minutes to at least an hour, covering a lot of railroad-ing and no news business whatsoever.

As we parted, he uttered a vague promise to invite me along on a railroad trip. My mind danced with the enticing prospect of combining good business for UPI with some railfanning in high circles.

It took until March 1960 for Jenk to make good. As I again sat in his office, discussing some now-forgotten complaint about UPI service, he suddenly exclaimed, "Say, I promised you a railfan trip, didn't I!" Without further ado, he hunted down Louis W. Menk, a vice president out of Springfield, Mo., of the Frisco, the railroad with the biggest presence in Tulsa. Menk, a Coloradoan then age 41, would soon assume Frisco's presidency, a stepping stone to his eventually heading up the Burlington Route, then Northern Pacific, and finally the merged Burlington Northern.

We would ride a new run-through fast freight called the "Frisco Flash" that connected Memphis to California via Springfield, Tulsa, and Frisco's north Texas subsidiary Quanah, Acme & Pacific. The train was handed off to the Santa Fe at QA&P's western

terminus, Floydada, Texas. For me (I suppose for anyone), the QA&P was rare mileage.

Jenk had instructed me to be on the Tulsa Union Station platform at 6 a.m. with a suitcase packed for at least a two-day trip. I don't think Menk had been told about the extra passenger. This was but a minor detail for Jenk, who often traveled with a retinue. The third member of our party was Bob Foresman, business editor and a photographer for the *Tribune*.

Still rubbing the sleep from my eyes, I trudged down the dimly lighted stairs to the Union Station platform and found Menk's business car, its interior lights ablaze. I could see that he was thumbing through the morning newspaper. I guessed that his car had come down on train 9, the overnight St. Louis-Lawton (Okla.) *Meteor*, which arrived Tulsa about 5 a.m.

I reported to the rear platform. The Great Man came out and said, "Who are you?" After I explained my mission, Menk waved me inside without notable enthusiasm. I soon discovered he was

not great at small talk, but that was OK, because Jenk could supply enough of that for the entire group!

With great hustle and bustle, Jenk Jones and Bob Foresman soon appeared, and during a delicious breakfast our freight train showed up. After it passed, a switcher coupled onto our car and took us west to Cherokee Yard, where we were attached to the rear of the hotshot, behind two new "saddle-cupola" steel cabooses. I had a chance to go up in the yard tower for a photo of our motive power, but soon we were under way.

We made good speed out of Tulsa, but we had hardly left nearby Sapulpa when Jenk wanted us to stop so Foresman could take some photos. An argument ensued—because of the work at Tulsa, including attaching the business car, the hotshot had spent nearly an hour there, and Menk was unhappy. The compromise was that we would stop only at Oklahoma City, Chickasha, Lawton, and Altus.

Then Jenk wanted to ride in the cab. This was arranged, but that took even more time, and Menk became visibly frustrated as he watched his cherished fast-freight schedule being shredded. Of course he had to weigh that against the public-relations value of pleasing Jenkin Lloyd Jones. While Jenk was up front with the engineer, back on the cushions I clung to Menk, hoping (in vain) that he would drop at least a kernel of news.

At Lawton, the business car was left behind and we all piled onto caboose 210. You could almost smell the paint on its stencil, "Ship it On the Frisco."

As was common when the boss showed up, trainmasters and roadmasters came and went at every stop. Menk offered them a ride, and a grilling. Another minor celebrity, Quin Baker, president and general manager of the QA&P, swung aboard at Quanah. Jenk tried to have some fun with Menk by asking if the elderly Baker, by virtue of his long tenure as president, outranked the vice president of the Frisco. Menk laughed.

Not even breaking a sweat in his business suit, Menk dutifully absorbed the jabs, jolts, dust, and slack action in the caboose of his crack freight, without comment or complaint. Operating timetable in hand, he looked anxiously for any sign we were making up lost

time. Alas, we were not. The operator at Altus handed him some messages, and Menk spent an hour dictating replies. His long-suffering male secretary, lurching about in the careening caboose, scrawled notes as best he could.

In Floydada, we spent the night at the best motel in town (the only one?) and had a reasonable dinner during which Rule G was no longer in force. Looking at his watch, the vice president announced he was going to bed and advised us to meet for coffee at the crack of dawn back at the town diner.

Next morning, Menk was all business, spreading out his railroad morning report among the coffee cups. We never figured out how all this paper materialized overnight. This was interesting, because Menk not only let us paw through the report, but offered insights as to what he would do about the problems—one was Mississippi River flooding on Frisco's St. Louis-Memphis line. As he wolfed down his ham and eggs, Menk made copious notes. As soon as we were back on the "executive caboose," he began dictating a torrent of telegrams to be sent from various train-order offices, which still existed on the route about every 50 miles.

At Lawton, we regained the business car (and comfort and better food). Before we got there, somebody had mentioned Menk's earlier history as a telegrapher (for UP and Frisco), so during the stop, the v.p. volunteered to give it a try. "I used to be pretty good," he remarked as we all walked into the passenger station. "I could work a Vibroflex bug with the best of them, but I'm godawful rusty." (The Vibroflex

was a patented, spring-loaded, high-speed telegraph key that permitted a sideways finger movement instead of the up-and-down on earlier keys, thus lessening wrist fatigue.) Nevertheless, to the astonishment of the agent (and perhaps himself), Menk demonstrated he "still had it" on the DS wire that, it was explained, now was used only in emergencies.

The ride back to Tulsa was more relaxed because our eastbound wasn't a hotshot. Jenk's parting comment as we separated was, "We've got to do this again!" It could have been my imagination, but I think Louis W. Menk winced.

A few days later, I wrote a nice feature story on the ride, borrowed some of Bob's photos, and moved the story on the Oklahoma and Texas state wires. I sent a copy to Menk and received an immediate and gracious reply, signed "Lou." Thereafter, I contacted him whenever I thought he could be helpful to a story, and to his credit, Menk did not hide behind the public relations department. Frosty at first meeting, once he got to know you, Menk became pleasant and accessible. I'm sure he didn't know what to make of newsmen who also were obviously railfans. Despite his disdain for money-losing passenger trains, he was, at least in my case, alert to the value of good public relations. (Menk died in November 1999 at age 81; Jenkin Lloyd Jones died in February 2004 at 92.)

As Jenk threatened, we coaxed at least one repeat railfan trip out of the Frisco, from Fort Smith, Ark., to Paris, Texas, on the Poteau Division, most of which now is long gone (talk about rare mileage!). The cast of characters was the same, another command performance by Mr. Menk for Mr. Jenk. ■

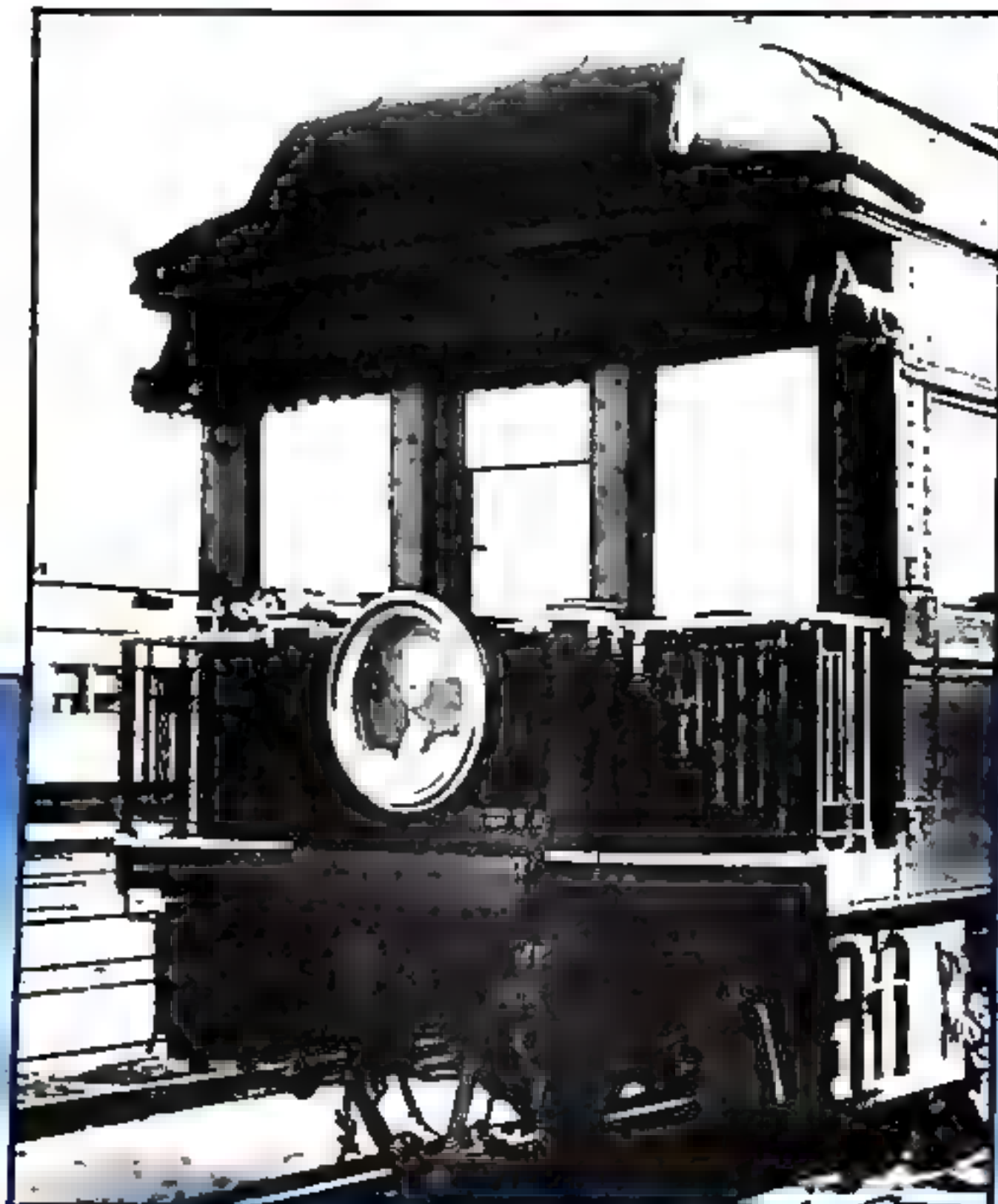
While the "Flash" was reshuffled at Cherokee Yard in west Tulsa, I took the opportunity to go up the yard tower stairway a bit and photograph part of our road power, a four-unit, A-B-B-A set of Alco and EMD cabs.



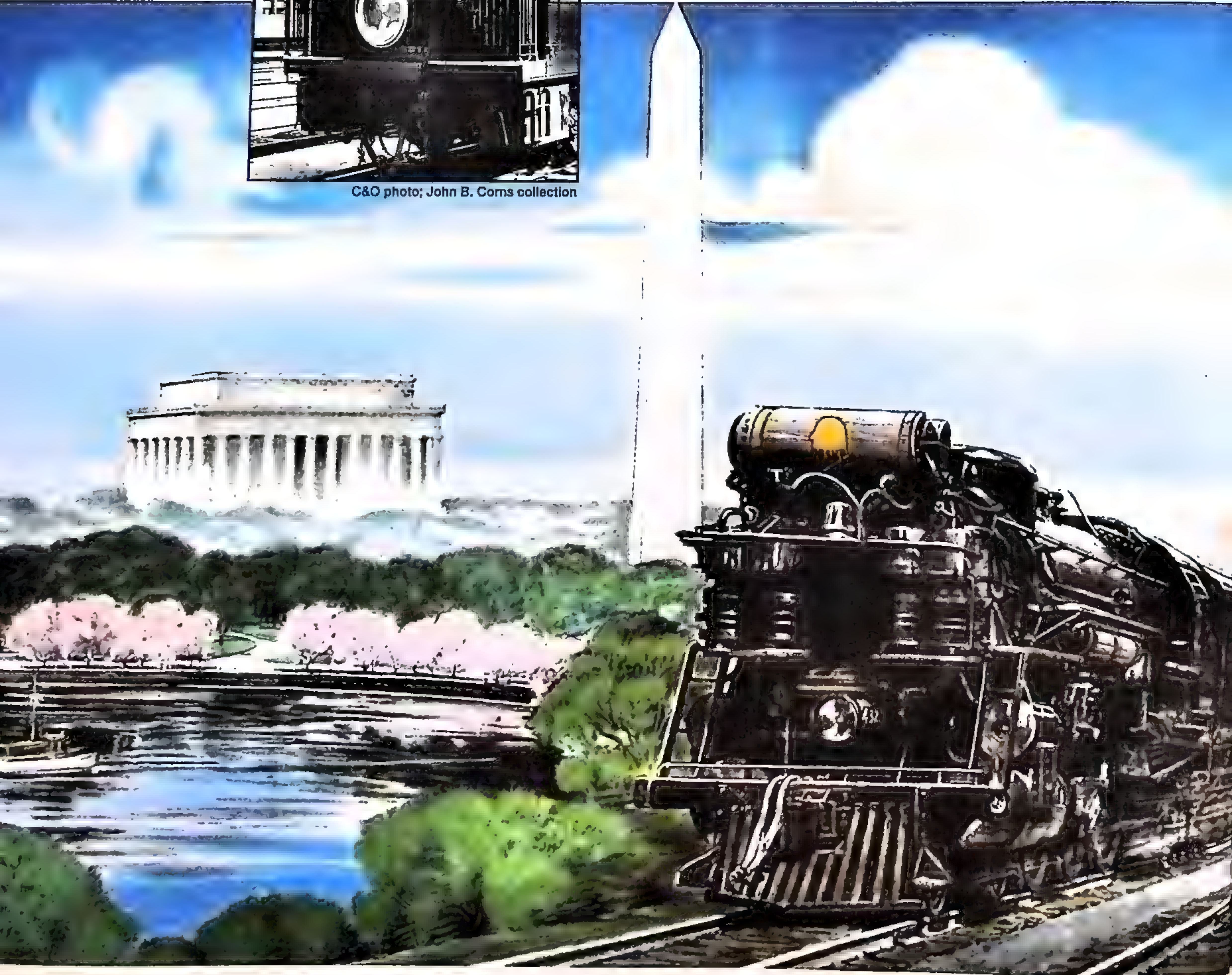
George Washington's train

75 years ago, Chesapeake & Ohio worked hard for a flawless debut of its new luxury train

By Bob Withers



C&O photo; John B. Corns collection



There were a few glitches on Day One for Chesapeake & Ohio's *George Washington*. The eastbound train departed Cincinnati 14 minutes late and overshot the platform at the Maysville, Ky., stop. On the westbound, conductors fouled up their paperwork, and cinders got into a car through a ventilator and blanketed the floor and wash basin in the men's restroom. Several cars lacked the promised instructions for use of the telephone sets in the lounge-observation cars.

But none of that mattered. It was apparent to all that C&O's spit-and-polish *George Washington*, making its inaugural run 75 years ago this year, was doing its best to live up to its label as "the most wonderful train in the world."

For "the *George*," image was everything. Launched in spring 1932, during the depths of the Great Depression, it offered not a single new car. Even its

schedule wasn't new. The new train commandeered the time slots and numbers of previous overnight runs—No. 1, the westbound *West Virginian* and No. 2, the eastbound *FEV*.—between Washington, D.C., and Cincinnati. But the C&O was about to show the railroad industry how to make the most of what it had.

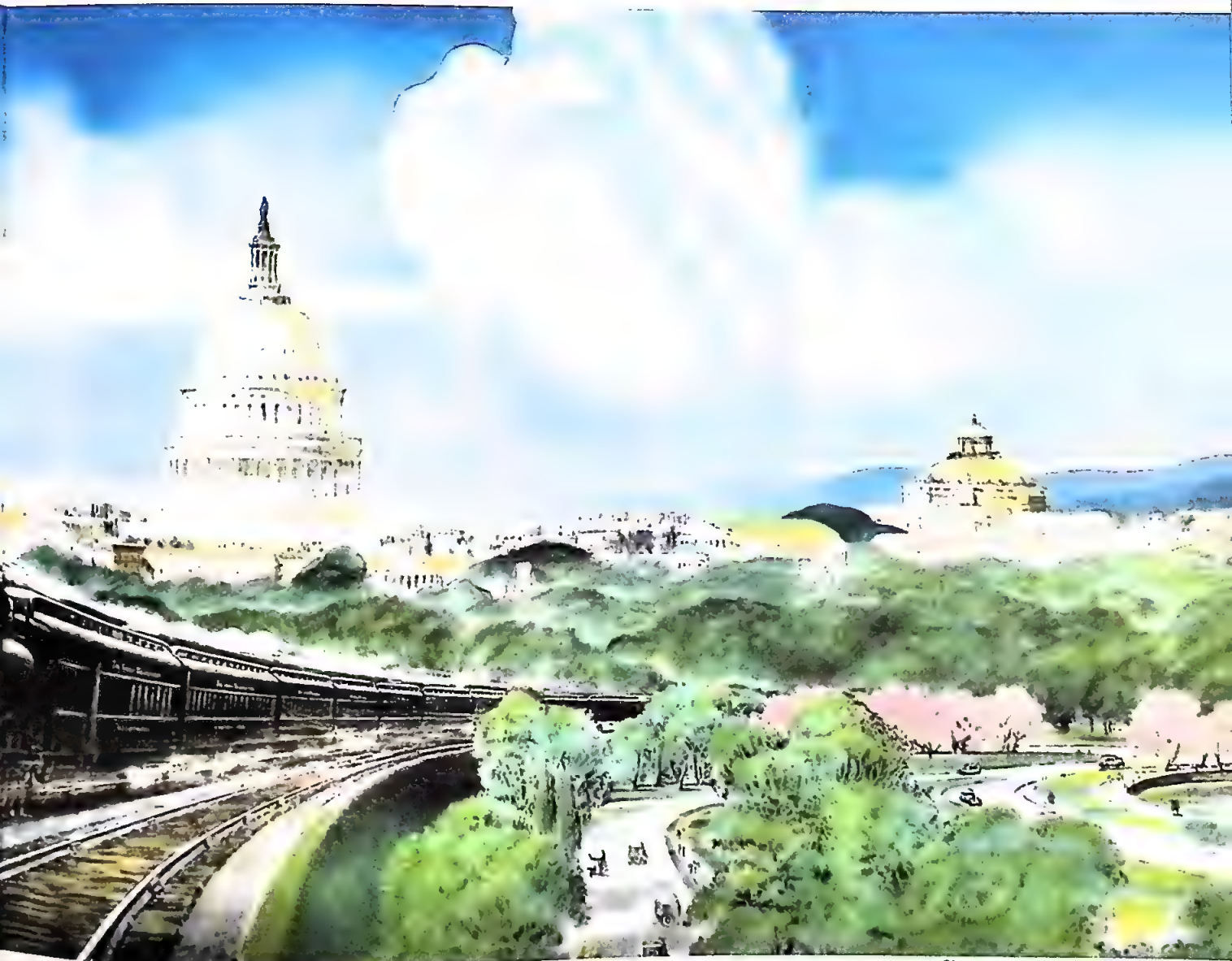
What was to become C&O's signature train was the brainchild of Lionel C. Probert, who handled public relations, advertising, and promotional programs under the title of assistant to the president (and the fellow who came up with Chessie, the road's sleeping-kitten mascot, a year later). At the company's helm as president was his good friend J. J. Bernet—who had brought to the C&O with him, from the Erie, a progressive mindset regarding passenger trains. So it was a forgone conclusion that C&O would dramatically upgrade its passenger service. Documents stashed in the attic of C&O's Huntington, W.Va., pas-

senger station that were rescued from a trip to the dumpster several years ago tell a fascinating story.

First off the drawing board in 1930, just after C&O had purchased the Hocking Valley Railway and expanded north through central Ohio, was a new train that highballed between the Great Lakes and the Virginia coast, both popular vacation areas. Thus it was christened *The Sportsman*.

Shortly after *The Sportsman* debuted on that March 30, Probert concentrated on C&O's mainline routes between Washington and Cincinnati, with branches between Charlottesville and Old Point Comfort, Va., and between Ashland and Louisville, Ky.

In a painting commissioned to promote C&O's new *George Washington*, the train speeds out of the nation's capital. The *George's* observation-car tailsign (far left) needed no lettering; the famous Gilbert Stuart portrait said it all.





Two photos, Chesapeake & Ohio Historical Society collection; booklet, CLASSIC TRAINS collection

The *George's* small rear platforms were not for use by passengers, so they lacked boarding stairs. In this p.r. photo at White Sulphur Springs, W.Va., the fellow pretending to board the car actually has his foot on a stirrup step.

Patriotism sells

Probert knew the United States was preparing to celebrate the bicentennial of its first president's birth, and also realized that patriotism sells. A student of American history, he also knew that the young George Washington had surveyed the route of the James River and Kanawha Canal/Turnpike, much of which the C&O had inherited for its own right of way. Probert replaced the company's "Route to Historyland" slogan with "George Washington's Railroad" and planned a deluxe train filled with references to the Revolutionary War hero.

Twenty-two Pullman sleepers were rebuilt and repainted Pullman green with gold THE GEORGE WASHINGTON lettering for the new service. They were equipped with the newly developed

Pullman Car & Manufacturing Co. air-conditioning system, as were three similarly spiffed-up dining cars and three "Imperial Salon" coaches taken from the *Sportsman* pool.

Air-conditioning was a major selling



The *Tavern*-series "restaurant cars" on the Washington-Cincinnati *George* featured air-conditioning and an unusual seating arrangement. China bore the likeness of the train's namesake.

point, and the train was billed as "the first completely air-conditioned long-distance train in the world." This wasn't quite true, for competitor Baltimore & Ohio's New York-St. Louis *National Limited*, which also claimed the "first air-conditioned" title, rolled out four days before the *George*. (B&O's air-conditioned *Columbian*, launched between New York and Washington in May 1931, wasn't really "long-distance.")

Each sleeping car—and every room—was named for a place or person in Washington's life. For example, the drawing room and compartments in the *Valley Forge* were named for commanders Anthony Wayne, Nathaniel Green, and Harry Lee, who helped Washington through the frigid winter of 1777-78 at the car's namesake Pennsylvania town. Decorations in each room were connected to the respective men's careers, and



each berth in the open-section cars was decorated with a painting connected with the car name.

Library-lounge-observation cars *Commander-in-Chief* and *American Revolution* featured, in addition to eight open sections, a lounge with large upholstered chairs, reading lamps, a writing desk with stationery sporting the train's name and Washington's coat of arms, and prints of John Trumbull's *The Signing of the Declaration of Independence* and Emanuel Leutze's *Washington Crossing the Delaware*. Above the arched doorway into the observation section was a reproduction of Jean Antoine Houdon's bust of Washington, donated by the Washington Bicentennial Commission. Buffet and valet services were available, as was a telephone for use before departure—but no long-distance calls, except on a collect basis, please! En route, passengers could listen to a radio or read the latest magazines and newspapers.

Mounted on the rear of those cars were tail signs, simple ovals featuring reproductions of Gilbert Stuart's *Athenaeum* portrait of Washington. No lettering was necessary. The two observation cars did not have traditional large open rear platforms for passengers' use; the company said they weren't needed on an air-conditioned train. The rear ends had simple stirrup steps for crew use, not stairs for passenger boarding. The awnings and brass railings on the rear were simply for appearance.

Imperial Salon cars 735, 736, and 737 accommodated coach passengers in 45 swivel seats—singles on one side, doubles on the other—with arm rests and deep upholstery. The cars also featured deep-pile carpeting and reading lamps. Best of all, there was no extra charge for these luxuries. "The hardest part about running these cars," the C&O bragged, "is convincing the public that there is no seat charge for occupying them."

C&O dubbed the *George's* mainline diners—*Gadsby's Tavern*, *Raleigh Tavern*, and *Michie's Tavern*—"restaurant cars."

Observation cars *Commander-in-Chief* and *American Revolution* were among the finest of the standard (pre-streamlining) era. Note the small size of the vestigial rear platform.



Two photos: Chesapeake & Ohio Historical Society collection

The main section of each *George* carried one coach, or "Imperial Salon," as C&O labeled the cars. They had 2-and-1 seating, deep-pile carpeting, reading lamps, and air-conditioning.

Their carpets featured a Colonial design with cream and off-white walls—a daring palette in the sooty, cindery steam age. The chairs copied a Duncan Phyfe design, and each car displayed several Colonial-era prints, including one showing the tavern for which the car was named. Contrary to normal 40-seat dining-car practice, there were tables for two and tables for four on both sides of the car, so, the company boasted, couples who wanted to dine alone could always sit on the shady side of the train.

The *George* would reach beyond its four endpoint cities with through cars to Chicago (over C&O), St. Louis (New York Central's Big Four), and New York (Pennsylvania Railroad).

Details for display

Detailed company memos flew thick and fast during the two and a half weeks prior to *The George Washington's* inauguration. The fact that the "air cooling

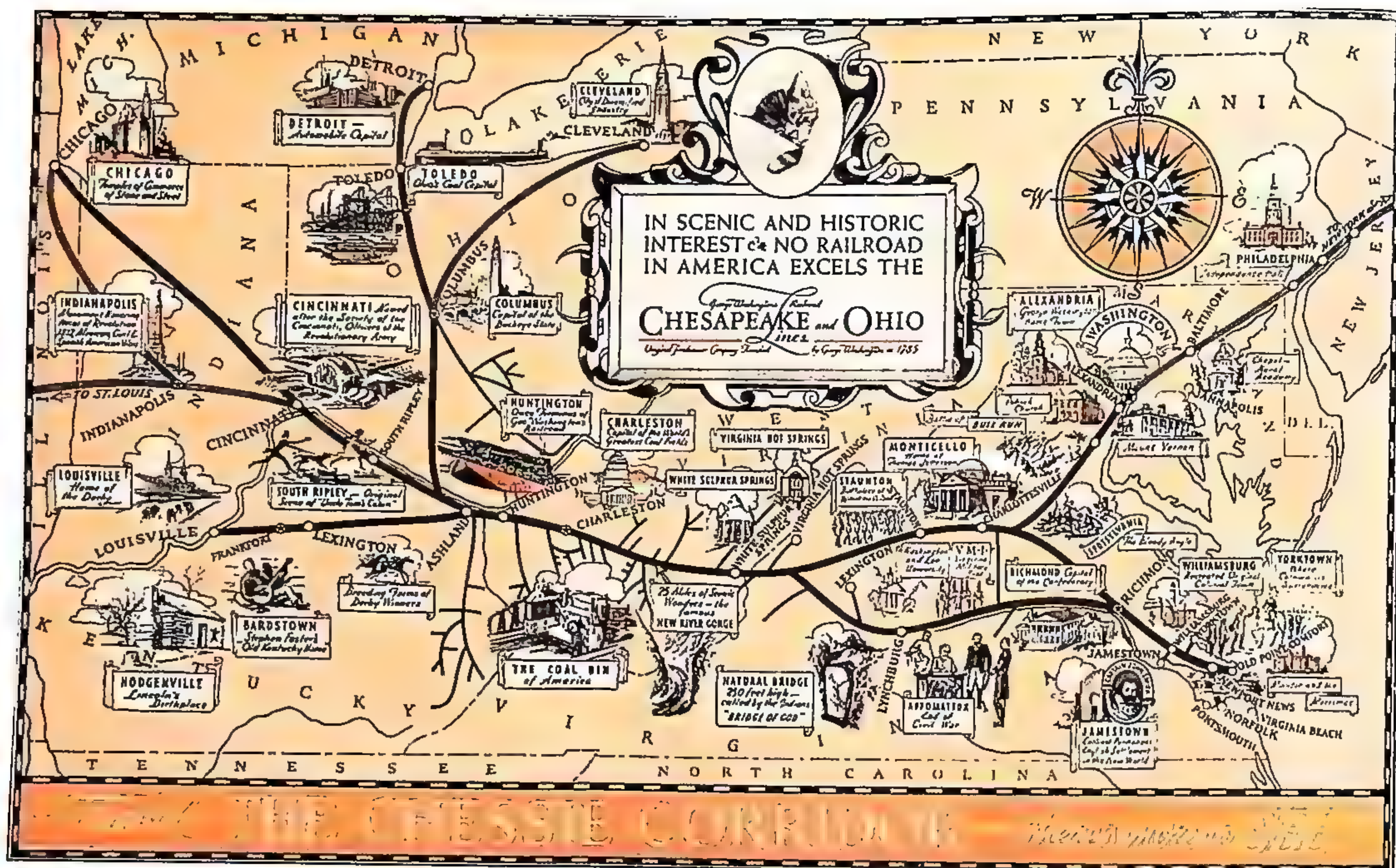
and conditioning apparatus" on cars so equipped would be operated by an "axle generator device" while they were in motion was patiently explained to the relevant employees, as well as the need for 220-volt, 3-phase, 60-cycle electrical current and motor compressors to keep the system functioning at layovers.

E. L. Bock of Huntington, general superintendent of the Western General Division, promised to have a new track installed at the west end of his city's station platform to accommodate No. 1's setout sleeper for local patrons, allowing them to be on the car until 8 a.m.

Conductors were ordered to list on the back of each ticket lifted in the Pullman and cafe-parlor cars which car passengers were riding in—even if they changed cars en route—because the company wanted to keep track of how much each car earned.

The following trainsets were assembled—with the customary maze of tech-





CLASSIC TRAINS collection

The *George* ran Washington-Cincinnati, with cars to/from points east and west. Newport News and Louisville sections joined it at Charlottesville and Ashland, Ky., respectively.

nical data for local shopmen's benefit—to provide demonstrations for the public ahead of the first day of service:

Cincinnati: track 3, Central Union Depot (the *George* would be the first train to depart the new Cincinnati Union Terminal nearly a year later and, as Amtrak's version, the last to depart there at the end of the terminal's first incarnation in 1972), 10 a.m. to midnight April 22-23: Class F-19 Pacific 492, combine 460; Imperial Salon car 735, diner 964 *Raleigh Tavern*; Chicago-Old Point Comfort 12-section, 1-drawing room sleeper *Baron Von Steuben*; St. Louis-Washington 8-section, 1-drawing room, 2-compartment sleeper *Yorktown*, and lounge-observation *Commander-in-Chief*. The lounge-observation was next to the station (with telephone connected) and engine and train headed west.

Louisville: track 3, Central Station, 10 a.m. to midnight April 23: Cafe-parlor car Louisville, Louisville-New York 12-1 sleeper *Rochambeau*, Louisville-

Washington 8-1-2 sleeper *Potomac*, and cafe-parlor car *Lexington*. The cafe-parlor dining rooms were placed next to the sleepers, and telephones in both were hooked up. Another memo directed officers to add Ashland's layover Imperial Salon car to the exhibit—if the weather was cool enough to hide the fact that it was not air-conditioned.

Huntington: passenger station, 10 a.m. to midnight April 23: Richmond, Va.-Huntington 12-1 sleeper *Mary Washington*. Lighting was supplied from extra batteries in express car 240, spotted about 100 feet from the sleeper.

Charleston, W.Va.: as near passenger station as possible, 10 a.m. to midnight April 23: Washington-Charleston 12-1 sleeper *Ferry Farm*. Same arrange-

ment with the lighting as at Huntington, from express car 241.

Norfolk: Brooke Avenue Terminal, 9 a.m. to midnight April 21: Combine 462, Imperial Salon car 737, diner 963 *Michie's Tavern*, Richmond-Huntington 12-1 sleeper *Monticello*, and Old Point Comfort-Chicago 12-1 sleeper *Monmouth*.

Newport News: express track next to the passenger station, 1 to 7 p.m. April 22: Same equipment as in Norfolk.

Richmond: track 1, Main Street Station, 9 a.m. to midnight April 23: Same equipment as in Norfolk and Newport News, with addition of class F-16 Pacific 461. Sleeping cars were positioned next to the station.

Washington: track 10, upper level, Union Station, 3 p.m. to midnight April

Paul Gibbs

Big 4-8-4 No. 610 is ready to leave Main Street station in Richmond with the eastbound Newport News section of the *George* in June 1949. Sister "Greenbrier" No. 614 survives today.





Above, Frank Clodfelter; below, Howard Blackburn

Pacific 481 makes a fearsome sight charging out of Alexandria with C&O No. 1 in the early '40's.

22 (invitation only) and 9 a.m. to midnight April 23 (public): Class F-16 Pacific 460, combine 461, Imperial Salon car 736, diner 965 *Gadsby's Tavern*, Washington-Louisville 8-1-2 sleeper *Mount Vernon*, Washington-Charleston 12-1 sleeper *Cornwallis*, New York-Louisville 12-1 sleeper *Lafayette*, Washington-St. Louis 8-1-2 sleeper *Valley Forge*, and lounge-observation *American Revolution*. The lounge-observation car was spotted next to the station, with engine and train headed north.

For the displays, the diners and cafe-parlor cars were fully dressed with linen, china, and silver, and the kitchens were open for public inspection. W. S. Taylor of Covington, Ky., superintendent of the Cincinnati and Northern divisions, passed on a request from an assistant of Probert's that three or four special agents be on hand in Cincinnati, "as the china and silver service will be on the tables." Uniformed dining-car crews were at their positions. Porters "of good appearance and neatly uniformed" staffed the Imperial Salon coaches. At points where the consists included locomotives, the public visited their cabs, greeted by a road foreman or other officer. And, yes, the engines were under steam.

Cars were well-lit, spotless, cool, and quiet. Toilets were locked, call bells disconnected, water drained from coolers and storage tanks, and drinking cups

put away. The lighted tail signs were displayed on the rear of the lounge-observation and cafe-parlor cars, and visitors gained access to the locomotives and exited the rear of the observation cars via special sets of steps.

Getting the word out

The company primed the pump, suggesting that junior-grade supervisors try to boost the public's attendance at this multi-city grand opening—especially guests who might grab a few headlines.

"I am sure that you, your subordinates, and many friends will be very proud of this new train and will make every effort to have as many prominent people at these two points to inspect the cars as it is possible," T. H. Gurney, passenger traffic manager in Richmond, wrote to Bock regarding the Huntington and Charleston appearances. "Mr. [George] Coombs will arrange to have a passenger representative at each of these points to assist in every way in acquainting the public with the new service. I trust that you will give this exhibition wide notice and have all Chesapeake

and Ohio Railway officers and employees invite their many friends to the car during the period stated."

General Superintendent Transportation A. T. Lowmaster of Richmond seconded the motion.

"It is especially desirable that a large volume of people visit these cars, and all employees should co-operate in getting everyone possible to see the exhibition," he wrote.

Their efforts paid off. In Washington, 7,478 people inspected the equipment, including U.S. Vice President Charles Curtis, Speaker of the House John Nance Garner and Mrs. Garner, and members of the House and Senate Interstate Commerce committees. In Richmond, there were 5,504 visitors; Cincinnati, 4,733; Louisville, 3,756; Norfolk, 2,773; and Huntington, 1,800. The crowds were inflated not only by friends and families of railroad workers, but also civic leaders and schoolchildren who got the day off for the occasion.

Officers were scheduled to ride the inaugural runs—all sections, both directions—to instruct crews regarding the proper operation of the air-conditioning equipment.

"There is not much for the trainmen to do to this equipment, but they should know what to do in the event of trouble, also know what not to do, and not be continually changing the thermostats, as we find they are doing with the thermostats on the present equipment," Electrical and Shop Engineer G. W. Bebout of Richmond wrote. Mimeographed forms furnishing advance information was distributed to crews; instructions regarding the Pullman cars were promised as soon as C&O received them.

H. E. Webb, superintendent of the Huntington and Logan divisions, complained to Bock about the planned make-up of No. 1 departing Charlottesville. He noted that the Richmond-Huntington sleeper stood ahead of the New York-Louisville and Washington-Louisville sleepers, the Washington-Charleston sleeper, and the lounge-observation car



The George Washington is just over 10 years old as twin F-15 Pacifics enter St. Matthews, Ky., with the Louisville section in June 1942.

The George Washington

inaugural schedule, April 24, 1932

WESTBOUND - READ DOWN

EASTBOUND - READ UP

41	21	1				2	22	42
2:35			Lv	OLD PT. COMFORT	Ar			11:20
2:40 f			Lv	Phoebus	Ar			11:12 f
2:47			Lv	Hampton	Ar			11:06
3:17			Lv	NEWPORT NEWS	Ar			10:32
3:28			Lv	Lee Hall	Lv			-
3:50			Lv	Williamsburg	Lv			10:07
4:50			Ar	RICHMOND	Lv			9:00
5:15			Lv	RICHMOND	Ar			8:25
5:35 f			Lv	Atlee	Lv			•
5:50 f			Lv	Hanover	Lv			•
6:07 f			Lv	Doswell	Lv			•
6:21 f			Lv	Hewlett	Lv			•
6:29 f			Lv	Beaver Dam	Lv			•
f			Lv	Bumpass	Lv			•
f			Lv	Buckner	Lv			•
6:48 f			Lv	Frederick Hall	Lv			•
6:58 f			Lv	Mineral	Lv			•
7:08 f			Lv	Louisa	Lv			•
7:32			Ar	Gordonsville	Lv			6:30
↓		8:01	Lv	WASHINGTON	Ar	8:30		↑
		•	Lv	Alexandria	Ar	•		
		-	Lv	Manassas	Lv	•		
		-	Lv	Calverton	Lv	•		
		-	Lv	Culpepper	Lv	•		
		-	Lv	Orange	Lv	•		
		-	Lv	Gordonsville	Lv	•		
7:33		-	Lv	Gordonsville	Ar	•		6:28
-		-	Lv	Lindsay	Lv	-		•
-		-	Lv	Cobham	Lv	-		•
-		-	Lv	Campbell	Lv	-		•
-		-	Lv	Keswick	Lv	-		•
-		-	Lv	Shadwell	Lv	-		•
8:10		8:27	Ar	CHARLOTTESVILLE	Lv	5:45		5:55
		8:35	Lv	CHARLOTTESVILLE	Ar	5:40		
		•	Lv	Waynesboro	Lv	4:50		
		9:39	Lv	Staunton	Ar	4:30		
		11:10	Ar	Clifton Forge	Lv	3:00		
		11:15	Lv	Clifton Forge	Ar	2:55		
		•	Lv	Covington	Lv	•		
		•	Lv	White Sulphur Spgs.	Lv	•		
		1:29	Ar	Hinton	Lv	12:55		
		1:34	Lv	Hinton	Ar	12:50		
		•	Lv	Thurmond	Lv	11:59		
		-	Lv	Montgomery	Lv	11:04		
		3:52	Lv	CHARLESTON	Lv	10:28		
		4:52	Ar	Huntington	Lv	9:22		
		5:00	Lv	Huntington	Ar	9:17		
		5:40	Ar	ASHLAND	Lv	8:50		
4:45			Lv	ASHLAND (C.T.)	Ar	↑	7:25	
7:25			Lv	Mt. Sterling (C.T.)	Lv		4:40	
7:49			Lv	Winchester (C.T.)	Lv		4:14	
8:24			Lv	Lexington (C.T.)	Lv		3:40	
8:34			Lv	Lexington (C.T.)	Lv		3:35	
9:23			Lv	Frankfort (C.T.)	Lv		2:34	
10:02			Lv	Shelbyville (C.T.)	Lv		1:55	
10:59			Ar	LOUISVILLE (C.T.)	Lv		1:00	
		5:40	Lv	ASHLAND	Ar	8:50		
		•	Lv	South Portsmouth	Lv	8:02		
		•	Lv	Maysville	Lv	7:05		
		8:25	Lv	Newport	Ar	5:58		
		•	Lv	Covington	Lv	•		
		8:45	Ar	CINCINNATI	Lv	5:45		
41	21	1				2	22	42

NOTES: Boldface type = p.m.; lightface = a.m.; • = conditional stop; f = stops on signal; - = no stop. All times Eastern Time, except Ashland-Louisville, Central Time.

—making it necessary for both set-off sleepers to be switched out of the train.

"I recommend placing the Huntington sleeper next behind the lounge car and the Charleston sleeper on the rear in order to avoid switching with the other sleepers at Charleston and Huntington at an unreasonable hour," he wrote.

Bock—perhaps thinking more about costs than passengers' comfort—passed the request on to General Superintendent Transportation A. L. Lowmaster in Richmond, adding his own two cents' worth:

"This amount of switching at these hours will greatly disturb the Pullman passengers," Bock predicted. "Could it not be arranged to run the Huntington and Charleston sleepers on the rear in order named, which will eliminate switching at both of these points?"

Absolutely not, Lowmaster insisted. No one—well, almost no one—was to impede passengers' enjoyment as they watched the receding countryside.

"I am depending on you," Probert wired Bock, "to see that no business cars other than the president's ever gets on the tail of The George Washington."

The company did all it could to make sure that every passenger who wanted to enjoy that rearward view would. Instructions told officers to hold No. 2 at Cincinnati for up to 45 minutes to maintain connections from Chicago, Indianapolis, and St. Louis arriving on Big Four (NYC) No. 16. If the connecting train was later than that, a second section of the *George* would be cobbled together with a view to consolidating them when the first section was overtaken. At Cincinnati, the second section would use the diner from C&O No. 3, which had to be returned from Ashland to Cincinnati on No. 5 to protect its assignment on No. 6. Similar arrangements were made at Ashland if C&O's own No. 22 from Louisville was late, so the *George's* passengers would be sure to enjoy breakfast on the Eastern General Division the next morning.

One last change—schedules for the grand new train were accelerated from the existing ones. The old No. 1, the *West Virginian*, traversed the Washington-Cincinnati route in 15 hours 4 minutes; the *George* cut that to 14 hours 44 minutes. The old No. 2, the *F.F.V.*, took 15 hours 20 minutes; the *George* trimmed that to 14 hours 45 minutes.

Finally, the big day—Sunday, April 24, 1932—arrived.

More on our Web site

Complete consists of all sections of *The George Washington's* inaugural runs are available at our Web site, www.classictrainsmag.com



Chesapeake & Ohio Historical Society collection

F-19 Pacific 490 gets shined up (above) for display at Chicago's Century of Progress fair of 1933-34; on the Elesco feedwater heater is a silhouette of Washington. The tender (right) displays the train name above the road name. Streamlined and rebuilt to a 4-6-4 in 1947, the 490 is at the B&O Museum in Baltimore.

On the road at last

Four local officers—Assistant Superintendent H. N. Walters, Master Mechanic R. G. McKee, Trainmaster S. H. Pulliam, and Road Foreman of Engines W. W. Shelton—rode the first No. 2 from Cincinnati to Huntington and carefully monitored its progress. The train departed Cincy 14 minutes late and Newport, Ky., 17 minutes late, but caught up with the schedule by the time it reached Russell, Ky. Scheduled times and actual times at every station were carefully recorded, and the train reached a maximum 69.8 mph between CS Cabin and DN Cabin east of Newport.

The delay at Cincinnati developed because connecting Big Four train 16, which was due to arrive at 5:35 p.m., came to a tardy stop at 5:47.

"We set the sleepers over, and No. 2 left at 5:59—14 minutes late," Taylor wrote to Bock.

The additional delay was caused by a flag stop just across the Ohio River.

"Had a revenue passenger at Covington for Richmond, Virginia, consequently the train stopped at Covington," Taylor wrote.

The seven-car train—hailed by F-19 Pacific 492—carried 20 passengers in the sleepers and 22 in the Imperial Salon



Chesapeake & Ohio Railway

car. All of them ate dinner in the *Raleigh Tavern*.

No wonder. Passengers found that the table service, resting on Irish linen, was of the finest Buffalo china, each piece including a reproduction of the Stuart portrait, and gleaming C&O silverware. Settings were garnished with carafes of clear water from Alvon Spring at White Sulphur Springs, W.Va.

Stylish menus printed in lavish type on heavy stock emblazoned with a Stuart portrait or cameo design of the first president offered "Mount Vernon dinners" of broiled or fried fish, chicken, veal, lamb chops, or steak for \$1.25; "tavern dinners" featuring the fish or veal for 75 cents, and other delicacies. Patrons were delighted that they didn't have to dress for dinner and that waiters with deep Southern accents engaged them in friendly conversation.

The company had thought of everything. Passengers could take the menu cards with them, receiving envelopes from the steward so they wouldn't get soiled. The company sold the china at

cost to interested patrons, soon having to stop taking orders until more sets could be produced. And for 25 cents extra, waiters delivered meals to the sleeping cars.

"We do not think there should be any criticism from the public," Taylor wrote with a tad of understatement. "As I see it, it was a nice run, and a smooth run."

Road Foreman Shelton had some explaining to do regarding his overshooting of the Maysville platform. Taylor reported to Bock that Shelton was traveling at 63 or 64 mph when he applied the automatic brake about 2,600 feet west of the usual stopping point, earlier than usual. He made a 20-pound reduction and continued making reductions until he had made full application.

"However, the brake did not seem to have the usual braking power, which he attributes to all new brakeshoes and not having full bearing surface on the wheels," Taylor wrote. "The train ran by the usual stopping place by about 400 feet."

Fifty-one miles east, Shelton reported



Chesapeake & Ohio Railway

A 1954 publicity view at Huntington shows the eastbound *George* in its streamlined incarnation: Electro-Motive E8 diesels pulling Pullman-Standard coaches and sleepers.

that he commenced braking for the South Portsmouth, Ky., stop far in advance of the usual point at as well. Farther east, engineer Dugan had to make a full-service application at Ashland, although the train's speed was considerably less than it had been approaching Maysville. Shelton said the locomotive was carrying the customary brake-pipe pressure of 110 pounds.

Bock questioned why the regularly assigned engineer was not running the train, and was told that engineer Chalkley had been injured in Cincinnati. He picked up extra engineer Dugan—who hadn't operated an F-19 for some time—at Covington, and stayed at the throttle because the newly refurbished engine's right main pin was running warm. Dugan took over at Vanceburg, Ky.; Chalkley's injury was not explained.

The same officers rode back to Cincy on No. 1 the following morning, with F-18 Pacific 480 pulling six cars. The train left Russell at 5:49 a.m. and arrived in Cincinnati at 8:45, on time. It carried 23 passengers in the sleepers and 12 in the Salon car; all but four ate breakfast.

"No criticism that I can see on this train," Taylor concluded.

The officers looked over everything. Taylor reported that engines 480 and 492 both had water tanks 8 feet 8¼ inches deep. The 492 had 2 feet 2 inches of water remaining when it got to the Huntington roundhouse and the 480 had 2 feet 4 inches after it cut off at Cin-

cinnati and returned to the Covington roundhouse.

Huntington Trainmaster W. S. Perry, the officer who snitched about the cinders in the combine and the lack of telephone instructions, fumed about several other problems. No. 2 had three deadheads on restricted passes occupying seat space. No. 1 carried 43 deadheads in the sleepers, including 26 on restricted passes—all in berths. Two conductors failed to show the required new data on the backs of tickets; another failed to find and turn in three tickets in the New York-Louisville sleeper that had been lifted by a PRR conductor and stashed in a linen locker; still another reported three passengers in the St. Louis sleeper disembarking at Cincinnati when they were ticketed to Indianapolis and beyond. Water pressure in combine 460 had too much force; and No. 2 was stuck at Ashland six minutes because No. 22 came into the station too slowly.

Bock also noted that a considerable amount of cinders and dirt collected in the vestibules of the cars and directed his superintendents to tell porters and dining-car employees to do a better job of sweeping them clean.

Words of praise

It was the opening-day snags that were swept away, however; and during the next several weeks and months everyone concerned received accolades.

"Thanks and congratulations [for] perfect handling of The George Washington on inaugural trips," Probert wired Bock.

"Beg to acknowledge receipt and thank you for your Western Union tele-

gram relative to the handling of The George Washington on the inaugural trips, and am also in receipt of booklet illustrating The George Washington, sent me with your personal card," Bock replied. "The George Washington is truly a great train and we will do everything in our power to make it a success in every way."

The public agreed. The *Herald-Dispatch* in Huntington praised the train as "a cold steel expression of the spirit that made and maintains American business." The editorial writer further stated that "no panicky minds conceived this miracle train" and that it was built by men "daring to *do* when caution whispered *don't*."

The owner of a novelty shop who made frequent buying trips (who for some reason wasn't identified) described her experiences on the *George* in *C&O Lines* magazine the following October.

The lounge-observation cars made the biggest impression:

"We . . . found, instead of the usual small club car, a most luxurious observation-lounge with radio, chairs and settees far more beautiful and comfortable than those in the majority of homes," the woman said. "But the main thing we discovered was that the entire train was as deliciously cool and clean as our own car. One glance at the interesting people in the lounge made me very thankful that I had, from pure force of habit, invested in a facial and marcel wave before I left home. Both were still good; never before had I been on a train as long as two hours with the same facial and the same wave in my hair."

More surprises awaited at dinner.

"Why, it was exactly like dining on the veranda of a seaside hotel, with the added atmosphere and appointments of a luxurious hotel dining room," she said. "In the first place, I never imagined a dining car could be so pleasing to the eye, so cool and comfortable, with absolutely no coal dust in the water glasses, the butter firm yet not shimming in a saucer of ice water with its unmistakable skim of coal dust."

And still more, at bedtime.

"There's a coziness about snuggling down under cover at night, and that is what you do in an air-conditioned train, to awake with the alertness you experience on a mountainside sleeping porch," she said. "Another thing: You don't wake up in the night to the rattle of a paper hat bag, for there's no need of such nuisances that only crush your hat."

One wonders if the "unnamed novelty buyer" had a little help from within the C&O with her effusive praise, but the words certainly reflect the road's intentions for its new train.

Kentucky writer Jesse Stuart, enjoying a later trip, reported that the party continued outside, too.

"You can see people gathered to see the great train pass," Stuart wrote. "They stand in their lighted doorways and wave to us. [They gather] on the railway platforms to see the great train roll in. . . . They stand looking at the lighted picture of George Washington that beams from the rear of the observation car as the train leaves. . . ."

A streamlined survivor

During the following years, more cars were lettered for the *George*; car

On April 30, 1971—the day before Amtrak—the final Chesapeake & Ohio *George Washington* departs Cincinnati Union Terminal.

lines were added and extended, some were dropped, and schedules tweaked. Systemwide, passenger loadings bottomed out at 978,835 in 1933, but the figures began climbing after that, peaking at 6,591,692 in 1943. World War II often required the *George* to run in two sections; the change was institutionalized on a daily basis from 1943 to '49.

The train's only constant was change. In the late '40's, with Missouri Pacific's cooperation, a through-car line was established between Washington and San Antonio, Texas. Twin-unit diners were added, featuring motion pictures after dinner. Lightweight Pullman-Standard coaches, sleepers, and tavern-lounge-diners came in 1950, replacing the war-worn heavyweights that C&O Chairman Robert R. Young now denigrated as "rolling tenements." Diesels (EMD E8's) followed a year later. As other C&O trains were dropped, though, the *George* took on the persona of a survivor, inheriting some traffic from its vanished running mates.

The *George* lasted, as a name, into the Amtrak era. The new quasi-public rail carrier kept the Washington-Cincinnati train operating under the same name in both directions for six months, until the November 1971 timetable change, when the train was made a Chicago-Washington through run whose westbound version was rechristened *James Whitcomb Riley* after the Indiana poet and the Penn Central train with which C&O's *George* had connected at Cincinnati. The *George Washington* name finally died a quiet death on May 19, 1974, when the eastbound train also assumed the *Riley* identity. Three years later, both runs became the *Cardinal*—named for the state bird of all six states it traverses between Chicago and Washington—which still runs, triweekly, mostly on ex-C&O rails.



CLASSIC TRAINS collection

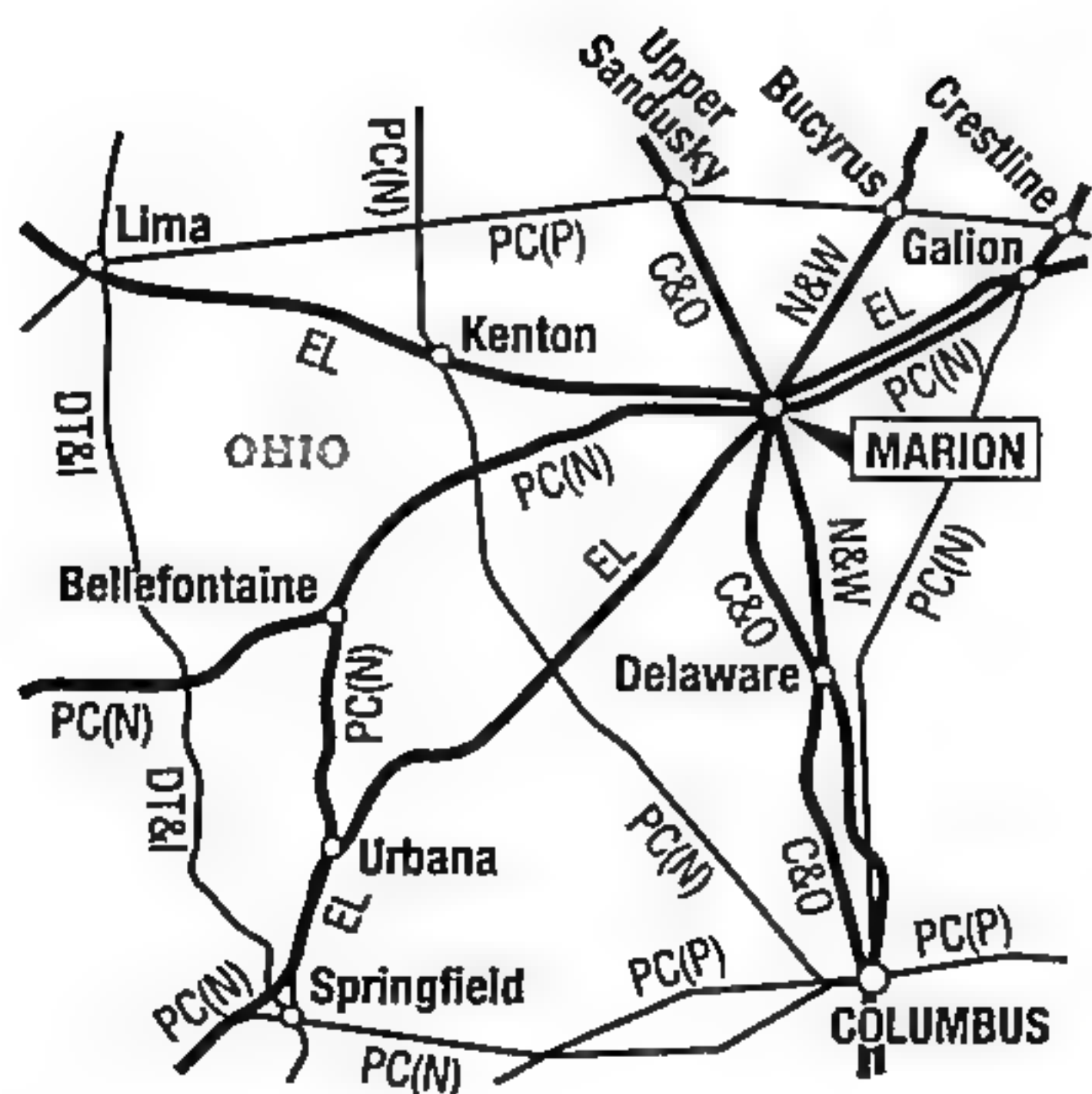
C&O p.r. man Lionel C. Probert coined the road's slogan, which served as the title of this 1948 comic book-style publication.

The *George's* identity had been consigned to oblivion, and perhaps it's just as well.

"The *George Washington* . . . was the last of the great trains of the C&O, and even in its twilight years of the late '60's, it was a very good train; its name still meant something in the Virginias and Kentucky," wrote Thomas W. Dixon Jr., founder and president of the Chesapeake & Ohio Historical Society. "The *George* is gone—preserved now in a few photographs from its salad days, its years of boom and glory, its soldierly service, its revolutionary innovations, and its decline and fall, a few fragrant memories of those who knew the train in better days. But it must be recognized, now that The *George Washington* is consigned to history, that it truly was one of America's classic trains." **E**

Denny Hamilton





One day at Marion, Ohio

By Robert L. Davis Jr. • Photos by the author



In June 1970, longtime friend John Lassahn and I, both Penn Central employees in Philadelphia, decided to travel to Marion, Ohio, whose busy interlocking offered an amazing variety and volume of freight traffic on four railroads. On the city's west side sat Union Station amidst multiple diamonds where PC's former Big Four (New York Central) Cleveland-Indianapolis line, and the parallel Erie Lackawanna Chicago main, crossed north-south lines of Norfolk & Western and Chesapeake & Ohio. The N&W line was the Columbus-Bellevue-Sandusky route of the old Pennsylvania Railroad, which N&W acquired in the 1964 merger to effect a connection of its traditional lines with the Nickel Plate Road; the C&O line was its coal funnel from Russell, Ky., to Toledo, Ohio, on Lake Erie. EL's AC tower, whose control cabin sat two floors off the ground on a metal framework northwest of the EL/PC-N&W diamonds, controlled the interlocking; this was, of course, former Erie Railroad territory.

John and I selected the weekend of June 13-14 for the trip, giving us a chance to see as much action as possible in daylight on two of the longest days of the year. As Penn Central employees we could ride PC trains on our passes, so we secured roomettes from Philadel-





9:15 a.m. Erie Lackawanna train NYCB, the "New York Cannonball," with an F7A and an F3B, three box cars, a caboose that will detach with cars en route, then seven TOFC flats and another caboose, is twisting across the PC tracks from EL's yard and is about to hit the C&O diamonds. It is the sixth train we see after our 8 a.m. arrival at the station, following C&O 164, N&W Advance 78, PC NY-8, a C&O hopper train, and the westbound EL manifest whose TOFC trailers are visible at right (a 122-car mixed freight with 19 TOFC flats and 23 reefers, behind a GP35 and two SD45's). The Cannonball will run on the paired PC (Big Four)-EL track as far as Galion.

9:59 a.m. Chesapeake & Ohio 47, the Ashland-Detroit section of the *George Washington*, rumbles away from Union Station, an hour and a half late. Behind B&O E8 1465 (ex-C&O 4009) are a B&O food-bar coach and a C&O coach, similar to what we had the morning before. In better times, C&O's Detroit train was the *Sportsman* from Washington, but now, the "George" name suffices for all varnish left on the (non-Pere Marquette) C&O: Washington or Newport News to Cincinnati, Louisville, Detroit, and even St. Louis via partner Baltimore & Ohio.



10:44 a.m. Looking ferocious with its long hood leading, dual-control-equipped N&W SD45 1726 nears the EL and PC diamonds with train 78. Behind are SD35 1563 and 115 cars, including 27 auto carriers and 10 TOFC flats. The Bellevue-Columbus trackage is ex-Pennsy.



10:52 a.m. No dual controls here—EL 1014 is running “backwards” as it leads sister RS3’s 1033 and 1023 (still in Erie black) out of the yard with Marion-Mansfield freight 92. The train’s 100 cars are mostly auto-parts boxcars for Fisher Body, but it has 6 TOFC flats, too.



12:14 p.m. C&O dynamic-brake-equipped GP7’s 5889 and 5822 sandwich B&O GP30 6970 on a southbound train of 190 hopper cars: 188 L&N, 1 Katy, and 1 Frisco! This is our fourth freight since EL 92; in between were PC’s BC-7, C&O 190, and an eastbound EL manifest.



12:18 p.m. Erie Lackawanna SD45 3606 and GP35 2565 thump the C&O diamonds and pass Union Station as they get under way with a 67-car merchandise train that includes 20 reefers and 9 TOFC flats. In the background, EL's Dayton branch heads off to the left, and beyond, Penn Central train BR-2 waits its turn at the home signal.

phia to Columbus on No. 31, the *Spirit of St. Louis*, our road's overnight train to St. Louis. We changed at Columbus Union Station to C&O train 47, the Ashland (Ky.)-Detroit section of the *George Washington*, for Marion. I don't recall if C&O honored our PC passes, but even if not, the fare for the 46-mile ride between Columbus and Marion couldn't have been much.

The photos you see here are from Sunday, June 14. We saw fewer trains than on Saturday, but Sunday's weather was mostly sunny, so the photos are better and the train variety about the same. Saturday's weather was typical of a Midwestern summer day: warm, hazy, and mostly cloudy, so the slides are on the drab side.

The action on Saturday, however, bordered on the unbelievable, as we recorded 62 trains from the time we stepped off C&O 47 at 8:29 a.m. until calling it a day around 10:30 that night. At times, as many as four trains were waiting for their turns to cross the diamonds, and more than once John and I had to write down train information separately as more than one train was passing at the same time.

Erie Lackawanna provided 21 trains including a Dayton 98 in off the branch via Urbana with two RS3's and an F7A; the westbound "St. Louis Cannonball"



12:31 p.m. But first, a westbound 99-car EL freight shows up behind SD45 802, U25B 2506, and RS3's 1040 and 1051. EMD built the lead unit in 1966 as demonstrator 4352, one of three; Delaware & Hudson bought 'em, but in early '69 swapped 'em to EL for three GE U33C's.



12:42 p.m. Now it's BR-2's turn. It's not evident, but the two U30B's behind GP35 2380 (still in full New York Central dress) are dead-in-tow. Not to worry, however, as the train—the Bellefontaine-Collinwood (Cleveland) local—has just 24 cars, including 5 auto racks.



2:58 p.m. This vantage point west of the C&O tracks shows the relation of elevated AC tower and Union Station as PC symbol freight BF-3, behind GP35 2379 and GP38 7803, clatters through with 87 cars. Aren't those pre-EPA-era depot tracks so lovely and clean?

hotshot with three E8's; and a west-bound mixed freight behind an F3A-C425-F7B-F3B-SD45 set. EL was hard to beat for putting together mismatched sets of diesels.

C&O added 18 moves, six being locals out and back, but also including passenger trains 46 and 47, a 214-car coal drag for Toledo, and a 154-car southbound ore drag behind an SD35-

F7B-F7B-SD35 "sandwich." PC contributed 15 trains to the count including local passenger/mail 316 and a BF-3A freight west with two F7A's and a U30B. N&W ran 8 trains, including a 204-car coal drag and a southbound of 208 cars with some mixed freight ahead of a long string of empty hoppers. We saw no F units on the N&W (its ex-Wabash F7's rarely, if ever, strayed this way), but the

2:47 p.m. After an N&W northbound (with two SD35's and an SD9); PC "plug run" 316 (an E7-E8 duo, a baggage car, a coach, four Flexi-Van flats, and an express reefer); a C&O coal drag; and a 65-car eastbound EL freight, another EL eastbound, with 83 cars, heads out behind A-B-B F3's and C424 2401.

other three roads all chipped in with at least a few. After recording our 62nd train of the day, we took a short walk down the street to a hotel for some much-needed sleep.

Sunday dawned clear and stayed that way most of the day. The action, thanks mainly to fewer locals operating, was lighter (if you call 33 trains in 9½ hours "light") and the variety of motive power not quite as good as the previous day. EL provided 11 trains including the "New York Cannonball" with an F7A-F3B set, a 92 headed east to Mansfield with 3 RS3's and a lot of empty auto parts cars for the GM Fisher Body plant, and an eastbound mixed freight with an A-B-B set of F3's and a C424.

The 9 C&O trains included the 2 passenger trains and 3 long drags: 160 loads of ore south, 210 loaded coal north, and the longest train of the weekend, a southbound with 221 empty hoppers. PC's contribution of 9 trains included the "plug run" passenger 316 but nothing truly unusual. N&W rounded out the count with 4 trains. We did not get the symbols for many of the freights, except for PC's, which we got later from our company computer. With



3:45 p.m. Two more westbound PC symbol freights, interspersed by a 164-car northbound C&O coal drag, passed through the junction before we walked to the EL shop and photographed this assortment of power. The last two units in this line are slugs, converted in 1965 at the Hornell (N.Y.) shops: B65, from Baldwin DRS-6-6-1500 1150, and B25, from 1931 GE box-cab 25. A tank car obscures B25's profile. At 3:50, we saw, at a distance, an N&W northbound go through.

other railfans on the scene, neither John nor I thought it prudent to go up into AC tower to inquire about the other roads' specifics.

In mid-afternoon we walked west to the nearby Erie Lackawanna diesel shop for a brief visit. The highlight of locomotives present was a Burlington Northern GP30, still in full Great Northern "Big Sky blue" paint just 3½ months after the merger, in front of a string of miscellaneous EL diesels: a GP7, an F3A, and two slugs that had been in hump-yard service (a Baldwin road-switcher, with its cab removed, and a smaller unit).

At 5:27 p.m., we boarded C&O 46 for the short ride back to Columbus to connect with PC train 4, the *Penn Texas*, back to Philly. Marion can still provide the railfan with plenty of action [see following pages], but it would be hard to top the variety and volume we witnessed on that memorable 1970 weekend. ■



4:29 p.m. Probably the heaviest train of the day we saw was this southbound C&O ore drag out of Toledo, with 160 hoppers trailing B&O GP40 3739 and C&O GP38's 3860 and 3872. The action was slowing down, and the sky was clouding up again, similar to Saturday.



5:13 p.m. Obviously our 5:10 C&O passenger train 46 for Columbus is running late, as EL's "Dayton 97," behind U25B 2522, C424 2408, and RS3 1034 with 99 cars, heads for the branch after backing out of the yard and through the interlocking to wait for the signal. One more train, 70-car N&W freight 86, will go by, at 5:24, just before our C&O ride shows up.

More on our Web site

For a complete list of the trains author Davis saw at Marion on June 14, with the motive power and car counts, visit our Web site, www.classictrainsmag.com



Robert S. McGonigal

Crossroads of history

Marion, Ohio, has a union station, interlocking tower, and three historic main lines

By Kelly Lynch

Conrail may have kept the lights on in Marion, Ohio's, AC interlocking tower even after its closure in January 1995, but the Marion Union Station Association (MUSA) has renovated the 105-year-old structure into a first-class interpretative operation thanks to years of stewardship and restoration work, and the first TRAINS Magazine Preservation Award.

Marion Union Station and AC Tower were built jointly in 1902 by the Erie, Hocking Valley, and CCC&StL (Big Four) railroads, replacing indi-

vidual stations in town. The Pennsylvania, never a big passenger carrier on its Columbus-Sandusky line, kept its own depot. Union Station was south of the parallel east-west Erie and Big Four tracks between the north-south HV and PRR lines. Erie successor Erie Lackawanna dropped passenger service here in the late '60's, but trains of HV successor Chesapeake & Ohio and Big Four descendant Penn Central used the station until Amtrak began in 1971.

The station, a sturdy brick-and-stone edifice with a tile roof, was built to an L-shaped plan in the southeast corner of the HV-Erie/Big Four crossing. Years of neglect after 1971 took their toll, until MUSA was formed in 1986 to preserve the building.

AC Tower was across the Erie/Big Four tracks to the north, just west of the PRR diamonds. Shortly after Con-

rail decommissioned the tower, MUSA began planning to relocate it to a position adjacent to the station so it would be off railroad property and be accessible to visitors.

"Conrail, within a year, had committed to moving the tower," said MUSA volunteer George Detwiler, a middle-school teacher with an electrician's background. "They said, 'Everything is yours, no charge, no nothing, just a gift.'"

The obstacles? A project cost of just over \$50,000, and the need to coordinate the move with Marion's two remaining railroad companies: CSX, which got the Erie/Big Four line in the June 1999 Conrail split (and had long run the HV line), and Norfolk Southern, which operates the former PRR line. An average of 62 trains a day clump across the eight diamonds



AC Tower (left) was moved from north of the old Erie main line directly south across the tracks, and now is next to Union Station. An eastbound CSX freight on the old Big Four is seen through the AC Tower window (above).

formed by the three main lines.

George Jess, another MUSA member and a former EL and Conrail employee, proved valuable to the project, knowing all the questions Conrail would ask about the move.

On the day after Thanksgiving 1999, diagonal steel braces were installed inside the tower's cabin to prevent the shifting of its contents. A crane and spreader bar were set in place to hold the cabin once it was torched from its 25-foot-high steel support framework. AllCrane, from Columbus, supplied two cranes, and after a four-hour wait to allow train traffic to clear, the interlocking was taken out of service. An NS locomotive, towing a flatcar, entered the interlocking, and the cabin was lowered from its suspended state onto the flatcar.

The little train then moved 100 feet to the south side of the CSX line, where another crane waited to cradle the cabin into its new position on a specially built, 13-foot-high steel-truss base. The cabin was not turned, so as to keep the model board properly oriented. Once guided onto the new base, the cabin was welded in place. All told, from the time the NS move was granted permission into the interlocking, the relocation took exactly 43 minutes! Before the day was out, power was hooked up and the lights were burning inside.

Several months before the move, MUSA submitted the project for the first annual TRAINS Magazine Preservation Award. Marion's application was selected from about 90 others to receive the \$10,000 grant, which largely covered the crane-hire fee.

MUSA volunteer Pete Voight repaint-



One addition to the tower's desk (above), in the northwest corner of the building, is the donations jar. The model board (right) above the interlocker lights up, in this case as a northbound NS train passes on the old PRR.

ed the tower inside and out. Minor woodwork repairs were done as necessary, and Detwiler completely rewired the interlocking.

Detwiler, who in his young days had rewired a Lionel train set, said, "We like to call this 'Windows 1900'; it really is a mechanical computer."

When the cabin is open to visitors, a volunteer duplicates on the model board the actual train movements occurring just outside the tower. All the appropriate signal bells ring and lights illuminate.

Work on the station, which still contains a lot of equipment, continues. Its skylight was replaced recently, and the basement was cleaned out. In five years, a new roof and gutters will be necessary. The former post office, within the station but not connected to it, serves as a workroom for volunteers. In the freight house is a meeting room and a large model railroad.

With 17 ex-railroaders active in the



Marion Union Station Association, one a former operator at AC, the station and tower have faithful stewards.

To learn more, call MUSA at (740) 383-3768 or visit www.mariononline.com/agencies/MUSA.htm. ■

1965: A stormy year, on several counts

STORM STORIES: Mississippi River flooding on April 18 damages Great Northern's Stone Arch Bridge in Minneapolis (it won't be back in service for 6 months), closes St. Paul Union Depot, and wreaks havoc on riverbank railroads (pictured is Burlington's East Winona, Wis., interchange with the Green Bay & Western), forcing CB&Q passenger trains to detour via Milwaukee. Privately owned Illinois Central 2-8-0 790 (now at Steamtown) is loaned to Clinton (Iowa) Corn Processing after floodwaters damage its diesel switchers, and CB&Q's excursion 2-8-2 4960 hauls trains through high water at Savanna, Ill. ... On June 16, the South Platte River swamps yards near Denver Union Station, forcing the *California Zephyr* onto the Union Pacific through Wyoming and Rock Island and CB&Q freights onto the UP through Nebraska. ... In September, Hurricane Betsy takes out 33 miles of Louisville & Nashville's Gulf Coast main line to New Orleans; it's out of service for three weeks.

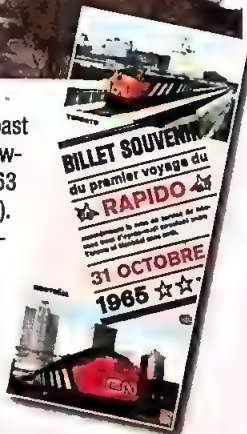


Chicago, Burlington & Quincy



FEC, Walter A. Peters; CN ticket, CLASSIC TRAINS collection

PASSENGER PROS . . . On orders from the state, Florida East Coast on August 2 resumes passenger service, which had been suspended following vandalism along the line during the systemwide strike that began in 1963 (FEC's through trains from the north had shifted to the Seaboard Air Line). The two daytime trains—the southbound is pictured at Titusville in September—are minimal: an E9, two coaches, and a lounge-observation. . . . Baltimore & Ohio in January introduces on-train feature-length movies and take-your-auto-along service on Washington-Chicago trains 9-10. . . . Rock Island adds bilevel cars to its Chicago commuter fleet. . . . Canadian National debuts the non-stop afternoon Montreal-Toronto *Rapidos*.



J. David Ingles collection

STEAMED OUT: Buffalo Creek & Gauley, the 18.6-mile West Virginia coal-hauler renowned for its all-steam status, makes its last run as 2-8-0 No. 4, one of three on the property, goes to the Baltimore & Ohio connection at Dundon on February 27. All three 2-8-0's on the property will be preserved: No. 4 at the state museum at Spencer, N.C.; No. 13 on the Ohio Central, and the pictured (in 1961) engine, No. 14, at Galithersburg, Md. (A successor BC&G operation, with diesels, will revive the line during 1971-85.)

AND GONS: On the minus side, Missouri-Kansas-Texas goes freight-only on June 30; Boston & Maine on January 3 drops Boston-Portland service, "isolating" Maine from the U.S. rail passenger network; and Soo Line's Chicago-Superior *Laker* makes its last run January 18.



R. A. Plazzotta

STATION-AIRY: New York's Pennsylvania Station is razed in December as part of a reconstruction project, an action credited with launching the modern-day historic landmark/preservation movement. . . . On the brighter side, Milwaukee Road on August 4 opens a new station in its namesake city (pictured in Amtrak use in 1972, six years after Chicago & North Western became a tenant).

ON SALE: Pennsylvania Railroad on December 22 sells the Long Island Rail Road to the state of New York, presaging the shift to government-owned commuter routes in many large U.S. cities. . . . Electric freight short line Iowa Terminal, based in Mason City, buys the neighboring Iowa electric line Charles City Western, 25 miles to the east.



Wiley M. Bryan

C-C, SEÑOR: The switch to large six-motor (C-C-trucked) road diesel power gathers momentum as Atlantic Coast Line, which sampled four each from Alco, Electro-Motive, and General Electric in 1964 for its hilly line to Birmingham, Ala., takes 20 more EMD SD35's (two of the first group are pictured at their debut the previous July 7 at the ACL shop town of Rocky Mount, N.C.), 17 more GE U25C's, and 10 more Alco C630's. . . . Burlington, having just switched from EMD to GE with U25B's, orders 12 U25C's. . . . Norfolk & Western orders 30 SD35's, then 50 more plus 10 Alco C628's.

Books • Videos • DVDs at Great Prices!

www.mcmillanpublications.com

New Books

BARNARD, ROBERTS & CO.	
Triumph VIII (B&O/PRR)	\$66.95
COLORADO RAILROAD MUSEUM	
Colorado Rail Annual No. 27-Western Pacific	\$39.95
DPA-LTA ENTERPRISES	
2007 Edition Locomotive Rosters & News	\$23.95
Illustrated Treasury of Modern Freight Cars	\$16.95
FOUR WAYS WEST PUBLICATIONS	
Burlington Route Passenger Trains - Vol 1	\$46.95
Milwaukee Road Locomotives - Vol 1	\$45.95
Miss Katy in the Lone Star State - Vol 1	\$46.95
New Haven Color Pictorial - Vol 3 - (Jan)	\$46.95
Wisconsin Central Heritage - Vol 1 - (Feb)	\$46.95
HUNDMAN PUBLISHING	
Slow Trains Down South-Vols 1 and 2, each	\$49.95
MONTE VISTA PUBLISHING	
Rio Grande Steam Pictorial - Vols 1-2, each	\$21.95
Santa Fe Steam Pictorials-Vols 1-11, each	\$21.95
SP Steam Pictorials-Vols 13, 19-32, each	\$21.95
MORNING SUN BOOKS	
Baltimore-Washington Trolleys in Color	\$46.95
CP Facilities in Color	\$46.95
Chicago, North Shore & Milwaukee-Vol 1	\$46.95
Duluth, Winnipeg & Pacific in Color	\$46.95
Erie Railroad Facilities in Color - Vol 2 - (Feb)	\$46.95
Great Northern in Color - Vol 1	\$46.95
Rock Island Trackside	\$46.95
Toledo, Peoria & Western in Color	\$46.95
Trackside Around Louisville West	\$46.95
Trackside Around West Virginia	\$46.95
Trackside in Appalachia	\$46.95
Trackside Grand Trunk (New England) - (Feb)	\$46.95
Trackside Erie Lackawanna	\$46.95
MOTOR BOOKS	
EMD Locomotives	\$31.95
Great Passenger Trains-Milw Rd Hwathas	\$29.95
Railroad Color History - Canadian Pacific	\$31.95
Railroad Color History - Chessie System	\$31.95
Working on the Railroads	\$29.95
RAILROAD EXPLORER	
Alcos Northeast	\$49.95
ROBERT P. OLMSTED	
C&NW Postscript	\$14.95
SIGNATURE PRESS	
The Florida Keyes Overseas Railway	\$44.95
Santa Fe Locomotive Development	\$52.95
Southern Pacific Freight Cars-Vol 4	\$57.95
SOUTHERN PACIFIC HIST & TECHNICAL SOC	
Bob Knoll's Southern Pacific	\$35.95
Ghost Trains of SP's Overland Route	\$38.95
Southern Pacific Passenger Cars - Vol 1	\$79.95
Southern Pacific Passenger Cars - Vol 2	\$99.95
UNION PACIFIC HISTORICAL SOCIETY	
UP Prototype Locomotive Photos-Vols 1-21, ea	\$19.95
WHITE RIVER PRODUCTIONS	
Southern Pacific's Sacramento Division	\$59.95
WITHERS PUBLISHING	
Alco's H1 Series Switchers	\$23.95
EMD's SW1500-Second Generation Workhorse	\$23.95

New Atlases

SPV RAILWAY ATLASES	
Western Canada	\$22.00
SONRISA PUBLICATIONS	
Colorado & Wyoming Railroad Maps	\$10.95

New DVDs

C VISION PRODUCTIONS	
BNSF on the Banks of the Mississippi	\$23.95
Windy City Rails - Vol 1	\$23.95
CHARLES SMILEY	
Scarlet & Gray Memories	\$23.95
GREEN FROG PRODUCTIONS	
BNSF-Tracks of the Old Santa Fe - Vol 3	\$23.95
Penn Central - Vol 3	\$29.95
HIGHBALL PRODUCTIONS	
Along the New River (CSX)	\$23.95
Mississippi River Main Line (CP)	\$19.95
PENTREX	
Emperor of the North (movie)	\$18.95
Extreme Steam-Vol 2	\$23.95
Columbia River Gorge - Vol 1 BNSF	\$23.95
Great Northern Railway Combo DVD	\$23.95
Santa Fe Combo DVD	\$23.95
Santa Fe's New Mexico Main Line Combo DVD	\$23.95
Today's Chicago Railroads	\$23.95
The Ultimate Tehachapi	\$31.95
Union Pacific's Feather River Route	\$23.95
PLETS EXPRESS	
Railroads and Ships of US Steel	\$29.95
RAILWAY PRODUCTIONS	
BNSF's Arizona Divide	\$19.95
Kicking Horse Pass (CP)	\$19.95
RK PUBLISHING	
Dome Car Magic	\$16.95

Shipping Charges

United States: USPS \$4.75 for first item; \$1 for each additional item. UPS \$8.00 for first item; \$1 for each additional item.

NOTE: no shipping charge for US orders over \$150 (USPS orders only) when shipped at one time to a single address. Canada and International: \$10 (Canada \$8) for first item; \$2 for each additional item when shipped to a single address and parcel is less than 4 pounds. Shipments over 4 pounds will be charged at actual rate plus \$3. Airmail: actual cost plus \$3.

US and Canadian Credit Card Orders: (800) 344-1106

Information: (303) 456-4564 • Fax: (303) 456-2049

Email: macpubinc@AOL.com

McMILLAN PUBLICATIONS, INC.

9968 West 70th Place

Arvada, Colorado 80004-1622

Colorado Residents add 4.50% Sales Tax

Visit our web site. www.mcmillanpublications.com

The Way It Was

Roselle to Jersey City: A farewell

With the Aldene Plan upon us, it was time for one last train (and ferry) ride



All photos, John A. Yohannon

Passengers wait as usual at Roselle as their CNJ train to Jersey City rolls in from the west.

A major change was about to take place in 1967 on the Jersey Central passenger service to Jersey City, N.J. From its humble beginnings on January 1, 1839, when it began operations as the Elizabethtown & Somerville, the railroad had grown to a 35-mile stretch of four-track main line from Raritan into Jersey City, carrying as many as 35,000 commuters daily on several dozen trains on their daily trek to their places of employment, mainly in New York City.

The "Aldene Plan" was to take effect on May 1, and the mainline passenger trains that had been going to Jersey City for more than 100 years would no longer pass through Roselle, Elizabeth, Elizabethport, and the stations in Bayonne and at Communipaw en route into Jersey City. Instead, after leaving Cranford eastbound, they would go up a new ramp onto Lehigh Valley track and east to a connection at Hunter Tower with the Pennsylvania main line, which they would use into Newark's Penn Station. There, riders could take PATH rapid-transit trains to midtown Manhattan or PRR trains into Penn Station, New York City.

On April 27, for nostalgia's sake, I took one more trip to Jersey City from Roselle, where I lived, and took my 13-year-old son along. We drove the short distance to the Roselle station and waited, along with probably the usual

number of other riders, likely on a routine trip into New York City. As the train approached from Cranford, we saw we'd have Jersey Central GP7 1524 as our motive power. The train was well-patronized, but we found seats. We made the usual stops at Broad Street in Elizabeth and Elizabethport, then passed over the huge Newark Bay lift bridge before stopping at Bayonne's West 8th Street station. We clattered into Jersey City Terminal right on time.

As the 1524 backed the empty train out of the station, we walked the short distance to our ferry, *The Tides*, to cross the Hudson River one more time. *The Tides* and her sister, *Narrows*, both diesel-electric-powered, had plied between 69th Street in Brooklyn and Staten Island until they were put out of business by the Verrazzano Bridge. They were then leased to the Jersey Central, because CNJ's only operable ferry, *Elizabeth*, was steam-boilered and only used in rush-hour service.

The 12-minute ride across the Hudson had always been an enjoyable one for me, and this was no exception, with mild spring breezes blowing across the deck of *The Tides*. On the New York side, work had been in progress for some time for the new World Trade Center, and except for our ferry slips, all else had been removed from the immediate area, including the old



CNJ's Jersey City Terminal recedes as *The Tides* makes its way across the Hudson.



Soon to be abandoned, the Cortland Street ferry slips were near the World Trade Center.

Pennsylvania Railroad slips that had been alongside. Also gone were the piers that once were host to the famous steamship lines that had sailed up Long Island Sound to Providence, R.I., and Boston.

My son and I walked the short distance to the financial district at Wall Street, visited the old Federal Treasury Building where George Washington was sworn in as our first president, and then took a quick trip to the Brooklyn Bridge and back to Cortland Street before riding the ferry back to Jersey City.

Boarding *The Tides*, we made ourselves known to the pilot, a friendly man who would be out of a job soon. He invited us into the pilot house, but I declined with thanks, not wishing to take his attention from his duties. Our 3:15 p.m. train, a local, left Jersey City Terminal on time. At Roselle, we descended from the train in time to take a photo of the conductor with his hand on the signal cord, as if in tribute to the era that was ending. The local



Mild spring breezes across the ferry's deck made the 12-minute river crossing enjoyable.

swiftly left the station, and in the short time we lingered, we saw several express trains pass on the inside tracks of the four-track main. We watched the afternoon westbound rush hour in full swing, which kept the four tracks busy with train after train, in both directions. Except for a terse notice posted on the station door, there was no indication that all this would cease forever three days later.

We returned home, having spent a glorious day together. Living not far from the Lorraine grade crossing, we could hear the diesel horns blowing as the trains continued to operate through Roselle, but in a few days all became quiet as the Aldene Plan went into effect. Several days later, we visited the Roselle station and found it quiet, the service-change notice still posted on the door, now locked. The paper advised patrons to go the new Roselle Park station, a mile north.

CNJ operated RDC shuttles into Jersey City for a while, and freight service continued until it was finally discontinued by Conrail. Gradually, the once shiny rails took on a rusty hue, then turned black from disuse as time went by. The well-kept four-track main line became weed-grown, with garbage and old tires strewn on the roadbed, and only one westbound track remained active, for occasional equipment moves from Elizabethport Shops, still in use by New Jersey Transit, out to the main line at Cranford. When NJT completed a new shop in the Jersey meadows, those moves also ended. The low railroad overpass over busy Route 1 in Elizabeth was removed, replaced with a high overpass for the one remaining

Chicago Union Station
A Look at Its History and Operations Before Amtrak
Explore one of America's Great Passenger Stations
Maps, Charts, Many Photos, and Recollections
96 pages, \$29.95, Shipping \$3.95, IL residents add \$2.10

North Shore Line - Interurban Freight
Linked with C&NW, Milwaukee Road, Soo Line, and EJ&E
Early less-than-carload moves grew into line haul
96 pages, \$34.95, Shipping \$3.95, IL residents add \$2.45

Coming in 2007
Moving Mail and Express by Rail
Mail, Baggage, and Express Unmasked
History, Operations, Consists, Photos, and More
Look into the Amazing Head End Business
All by Edward M. DeRouin

Visit us at www.pixelspublishing.com
Pixels Publishing
P.O. Box 10, La Fox, IL 60147-0010

BLACK GOLD - BLACK DIAMONDS

The Dieselization of the
Pennsylvania Railroad

Volumes I and II

by Eric Hirsimaki

Our critically acclaimed books about the Pennsy's journey to dieselization are available. Each volume is a 176 page hardcover book with hundreds of photos and many previously unknown facts about the railroad's steam, electric and diesel motive power. Volume I is \$45.00; Volume II, \$50.00. Add \$5.00 per book shipping (Ohio residents please add 8% state sales tax). Ask for our brochure listing our railroad and Great Lakes ship videos and publications.

MILEPOSTS PUBLISHING
3963 Dryden Drive
N. Olmsted, OH 44070

NOT FOR SALE

but



www.febt.org



Up The Creek (©2006 Ted Rose Studio, 10" x 14" image size)

we'll gladly send you one

We will be happy to send you one of our four-color, authorized reproductions of this original Ted Rose painting to thank you for each tax-deductible contribution of \$50 or more we receive before August 31, 2007. Please visit our web site for more information.

Friends of the East Broad Top

Restoration Fund Treasurer

513 Shady Avenue, No. 12, Pittsburgh, PA 15206

Friends of the East Broad Top, Inc., is not affiliated with the East Broad Top Railroad & Coal Co.

Available from the C&NW Historical Society



12,000 Days on the North Western Line
by Eugene M. Lewis

This 968 page book is a highly engaging, personal account of the author's employment on the C&NW from 1947 to 1980. An insider's perspective on the successes and failures of the C&NW and its employees. Many maps and photos are included. \$42 each, plus \$4 s&h (IL residents please add 6.75% sales tax).



The C&NW Business Train

This book, authored by Joe Piersen with roster information by Erich Russ, covers the modern C&NW Executive Business Train

during the years 1980-1995. Excellent action shots of the train in service, covering many different locations. \$53.95 each, s&h included (IL residents please add 6.75% sales tax).

**TO ORDER, send a check to
C&NWS:**

At Griffin - C&NWS

P.O. Box 1068

North Riverside, IL 60546

Visit us at www.cnwhs.org

Saga of the Soo Vol. 3 East, West and to the North

by John A. Gjevne.

240 pages 380 photos many in color; includes Wisconsin Central & Canadian Pacific history

\$50.00 pp (MN residents add 6.5%)

STILL AVAILABLE (all books hardbound + dust jacket)

Vol. 2 Three Generations West \$45.00

Vol. 1 West from Shoreham \$39.00pp



Agassiz Publications
PO Box 112
Moorhead, MN 56561



WATCH REPAIR

& Restoration

Specializing in
mechanical
high grade &
Vintage
watches

- Railroad
- Wrist & Pocket
- CALL About Vintage Railroad Watch Sales

(717) 653-9799
www.equationoftime.com

The Way It Was



Back at Roselle, the conductor pulls the signal cord to tell the engineer to depart.



Two photos, John A. Yohannan

A Fairbanks-Morse Train Master wheels an afternoon commuter train through Roselle.

track. As Conrail needed re-lay rail in other places, it would remove the heavy-duty rail from the station area for use elsewhere.

Today the right of way remains, choked with vegetation and second-growth trees pushing between the rotting ties, but there is serious talk about a light-rail line to connect Cranford with Elizabeth and on to Newark by way of the Newark Airport. Only time will tell if this happens, but I still fondly remember the day my son and I took our final ride into Jersey City.

—John A. Yohannan

The electric social train

When the University of Iowa sanctioned a charter on the Crandic

The Cedar Rapids & Iowa City Railway, universally known by the abbreviation "Crandic," was an electric

NEW! Cooperation Moves the Public

by Bruce G. Moffat ~ Shore Line Dispatch No. 1

Can you imagine ...

- ... trains running on the same track *seconds*, not minutes, apart?
- ... *three* classes of service passing each other on *two* tracks?
- ... an equal number of trains operating in the *opposite* direction?
- ... all these trains running *without* signals or radio communication?

It happened just that way when the Chicago Aurora & Elgin and the Chicago Rapid Transit Company synchronized their operations over the Garfield Park Branch of Chicago's elevated.

You can read this incredible story in *Cooperation Moves the Public*, a new publication from Shore Line, featuring:

- 84 pages, with more than 30 in color
- narrative by transit historian Bruce G. Moffat,
- many previously unpublished color photos and maps, and
- two color foldouts of the string charts for rush hour service.



Shore Line Interurban
Historical Society
P.O. Box 425
Lake Forest IL 60045-0425
www.shore-line.org

To order, send a check or money order in U.S. funds for \$24.95 per copy plus \$3 postage and handling (\$9 postage and handling to Canada and other international destinations) along with your name and mailing address to Shore Line at the address to the left. To join Shore Line and purchase at a discount, please see www.shore-line.org.

Guts. Grime. Glory.

oh yeah, and some green.



Last chance to savor the guts, grime, and glory of the Norfolk & Western's past, while saving some green (ten dollars to be exact) on the

Norfolk & Western

...Steam's Last Stand by Mallory Hope Ferrell

...a photographic study of guts, grime and power as everything from small consolidations and "Mollies" to husky double-headed 2-8-8-2s moved coal trains to Tidewater and the midwest. This was Steam's Last Stand.

—Mallory Hope Ferrell

A 320-page pictorial study of the final years of smoking action on America's last steam powered railway (1945-1960). Scheduled to printer by early January. Shipping in March. Retail: \$59.95, Pre-Pub: \$49.95. Please add \$3 US and \$10 foreign shipping and handling per book.

HUNDMAN PUBLISHING

Send check or money order, or call us at:

1-800-810-7660

4204 Russell Road, Unit P | Mukilteo, WA 98275 | 425.493.6985 | www.hundman.com

interurban that ran between Iowa City and Cedar Rapids, Iowa, 27 miles to the northwest. (It remains today a profitable diesel-powered short line.)

During my sophomore year (1948-49) at the University of Iowa in Iowa City, I was elected social chairman of my college fraternity, Beta Theta Pi. This was a good deal. Not only did I get to plan university-sanctioned parties, I got to meet the girls who planned the social events for the sororities.

At that time, Iowa had a bizarre state drinking law. Liquor-by-the-drink was illegal—one could only buy alcohol by the bottle at a State-operated store. Consequently, people took a whole bottle of booze with them when they went partying.

The tragedy was that some university students imbibed too much. They would then climb into their cars (not many of us had them in those days), and possibly kill or injure themselves and/or their passengers on the way back to the campus from a sanctioned off-campus party. In response to parental and public pressure, university officials said they would no longer approve parties off-campus where there would be drinking and driving.

This put a damper on sanctioned fraternity/sorority-sponsored parties. The options for dinner and dancing with your date were limited on campus, as well as in the immediate community. Most of us on campus at that time were World War II veterans. Right or wrong, we had developed a tolerant attitude toward the use of alcohol as an adjunct to social evenings. We resented, after what many of us had been through, having to conform to what we thought was a draconian response to the problem.

I came up with an idea for a legal way to address the issue, and I presented it to the other members of the fraternity. To put it modestly, they thought I was a genius.

Just south of Cedar Rapids was a regular Crandic passenger stop called Cou Falls, and in those days, the Crandic ran electric passenger interurbans nearly every hour. Little Cou Falls had a great "supper club," a mostly Midwestern phenomenon of a rural restaurant with a bar and, in those days, a

Ask about
our cab and
motorcar
rides!

Historic Steam Railroad



— Cascade Canyon Winter Train —

runs through early May

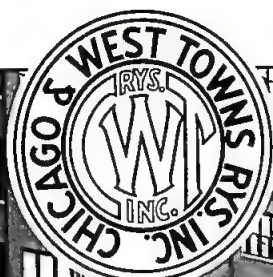
— Winter Photographer's Special —

February 18, 2007

Check our Web site for special events and excursions throughout the year! *Established 1881*

1-800-408-1639 • www.durangotrain.com

479 Main Avenue, Durango, Colorado



A New Book from CERA!



The Chicago & West Towns Railways

By James J. Buckley

Edited by Richard W. Aaron

Eight miles west of Chicago's Loop, 17 long-established communities were served by a street railway and bus system whose roots can be traced back to the late 19th century. For many, Chicago & West Towns Railways was the "family car," with five major streetcar lines providing convenient and inexpensive transportation to communities like Oak Park, River Forest, Forest Park, Maywood, Cicero, Berwyn, Brookfield, and LaGrange. CERA's newest book illustrates the West Towns story with more than 350 photos and illustrations, with many in full color.

Order #B-138, *The Chicago & West Towns Railways*, 248 pages, \$60
IL residents add \$5.40 tax.



Central Electric Railfans' Association

P.O. Box 503, Chicago, IL 60690. Write for a free book catalog, and use
MAJOR CREDIT CARDS at CERA-Chicago.org. Dealer inquiries invited.

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

Railroad Public Timetables:

The history of passenger rail service is told by timetables. Schedules, equipment, famous name trains, maps, advertisements are included along with branch line and mixed service. You may select passenger timetables of the 1940s, 1950s, and 1960s from these railroads...

ATSF, ACL, B&M, B&O, CB&Q, C&E,
C&NW, C&O, CG, CV, D&RGW, D&H,
DL&W, Erie, GN, IC, L&N, LV, MP, MILW,
NYC, NYNH&H, N&W, NP, PRR, RF&P,
RUT, SLSF, SOU, SP, UP, WP, WAB

Timetables from 1940s, each \$20
Timetables from 1950s, each \$15
Timetables from 1960s, each \$12

Buy ANY TEN OR MORE,
deduct \$2 per TT

Last Pre-Amtrak Public

Timetables... ATSF, MILW, D&H, IC,
GM&O, KCS, L&N, MP, N&W, RF&P,
SCL, SP, UP, WP Each \$10, Any 6 \$50

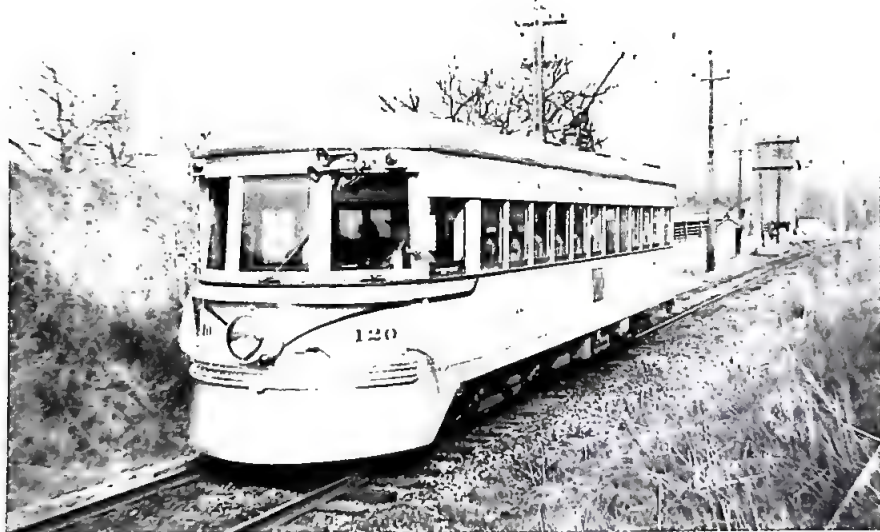
Employee Timetables:

Mile by mile station lists, signals, interlockings,
mile posts, speed limits, method of operation,
all main and branch lines, operating
instructions. Our catalog lists over 1,000
railroads and divisional ETs. Send a SASE
for latest catalog.

Monthly catalog sent with each order. Every
customer receives catalogs for at least a year.

Master Card/VISA/American Express
Phone (203) 288-3765
chloucks@sbcglobal.net

The Way It Was



CLASSIC TRAINS collection

Interurban Cedar Rapids & Iowa City—the "Crandic"—was a safe way for University of Iowa students to travel to and from parties at Cou Falls, 15 miles north of Iowa City. Lightweight car 120 stands near the little Cou Falls shelter during a railfan special on May 8, 1944.

RonRail Pictures

www.RonRailPictures.com

ERIE LACKAWANNA / THE GOLDEN YEARS #1

1963 thru 1975 Hoboken to Chicago various routes & branches. See Phoebe Snow, Sussex Branch Milk Train, #21 & #10 and more.

TROLLEY MARATHON #2

1960's trolley action which includes 20 lines in 13 US, 2 Mexican, 2 European cities plus more.

N. J. TROLLEYS / LEHIGH VALLEY TRANSIT #3

A double feature: 1945 thru early 1950's Hudson and Essex counties, Atlantic City and Easton, Allentown to Phila.

OUR MEMORIES OF JERSEY CENTRAL AND PENNSYLVANIA RAILROADS #5

Three rail fans share their 1960's memories of the CNJ & PRR through their 8mm movies.

EMPIRE STATE TROLLEYS #6

1940's Manhattan, Yonkers, Brooklyn, Queens, Staten Island, Albany, Rochester, Buffalo and Jamestown. Also 1960; Staten Island Rapid Transit Rwy. and NY Ferries. Eight ferry lines from Staten Island to Newburg N.Y.

FROM GOLDEN YEARS TO PENN CENTRAL BLACK YEARS #7

The years before (NYNH&H, NYC & PRR) and the years after (PC).

KEYSTONE TROLLEYS #8

1940's, 50's & 60's Trolleys all over Pa. including Phila. Fairmount Park, Reading, Hershey, Wilkes Barre, Scranton, Lancaster, Altoona, Johnstown, Pittsburgh and more.

TROLLEYS ACROSS THE NORTH EAST #11

Taken in the 1940's and early 50's see many trolley lines in Washington D.C., Maryland, Pennsylvania, Rhode Island, Massachusetts, New Hampshire, Ontario and Quebec and more.

DVD or VHS all programs near 2 hours long for only \$24.95 (\$4.00 S&H per order) (NJ add 7%) see us on the web or mail check or M/O to RonRail Pictures, 142 Manhattan Ave. Waldwick N.J. 07463.

dance floor. The one in Cou Falls was very popular with University of Iowa students. You could get a good dinner, and it indeed had a nice-sized dance floor and regularly handled large, private parties.

The Crandic stopped less than a block away, and it also ran through the heart of the Iowa campus, discharging passengers practically in the middle of the academic area on the east side of the Iowa River. At that time, in fact, many students from communities on the line rode the train to and from the campus for classes.

What I proposed was chartering two of the Crandic's cars. We and our dates would board the cars at the campus stop, ride to Cou Falls, get off, and walk the block to the supper club for an evening of dining and dancing. It was assumed there would be some drinking for those who wished, and we would reboard at Cou Falls for the trip back to campus.

Even though the fraternity members thought my idea was great, I still had to convince school authorities to approve the off-campus event. They realized there would be no driving after drinking, and after some delib-

eration, they gave their approval. I got to be somewhat of celebrity around campus, albeit briefly, as the guy who thought up the railroad party idea to conform with the system.

The lightweight Crandic interurban cars ran solo—they would not m.u. with each other, or other cars. Crandic had bought six of them in 1939 from the Cincinnati & Lake Erie, which termed them "Red Devils." Crandic repainted them in the company's shade of yellow, the same as on the older, wooden interurbans. The six lightweights were followed by an additional Indiana Railroad lightweight.

I fondly recall that we had a really great time at the Cou Falls supper club, and on the cars to and from, with lots of singing and kidding. En route, the big thing was to reach over the motor-man's shoulder and blow the air horn—the crews on each of the cars were having as much fun as we were, since half their passengers were pretty young ladies in formal dresses.

Looking back, it was a more innocent time. I'm sure we thought we were "hot stuff." Some of our group did drink too much, but at least they weren't out on the highway, endanger-

ing themselves and others. Most of us just enjoyed the evening. It was something none of them had done before, ride a chartered train to a party, and some of us, at least, sensed it was something we would never get a chance to do again.—William O. Vogel

Serving the president of the Katy

Riding a business car revealed how a railroad really functions

My railroad-related career started in 1941, when I was hired as a stenographer by the South-Western Freight Bureau in St. Louis. It was readily accepted for a young man who had studied shorthand and typing in high school to get a job with a railroad office using those skills. The Bureau published freight tariffs for an association of railroads whose headquarters were in St. Louis or in southwestern U.S. cities.

Then World War II came along, and in May 1942, I enlisted in the U.S. Coast Guard as a yeoman, serving the next four years in domestic locations and winding up in the Philippines before being discharged in 1946. On returning to the Bureau, I worked as a reporter at freight tariff meetings and eventually as secretary to the chairman of the Bureau.

In spring 1949 I heard there was an opening in the executive department of the Missouri-Kansas-Texas Railroad, the "Katy," which was headquartered in St. Louis, so I applied and was hired as secretary to the president. He was Donald V. Fraser, a true gentleman. Needless to say, I was overjoyed, not the least because my salary jumped from \$200 to \$385 per month.

Along with the usual office duties, my job entailed traveling with the boss, mostly aboard his business car, the 401. This was the part of the job I liked most, because it gave me a chance to see the actual workings of the railroad,

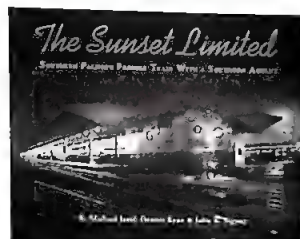
For your Southern Pacific Library

DEFINITIVE BOOKS AVAILABLE NOW ON SOUTHERN PACIFIC PASSENGER TRAINS AND PASSENGER EQUIPMENT



Ghost Trains of SP's Overland Route

\$42.95 plus \$6.00 domestic S&H



The Sunset Limited

\$59.95 plus \$6.00 domestic S&H



Vol. 1: Coaches & Chair Cars

\$99.98 plus \$10.00 domestic S&H



Vol. 2: Sleepers & Baggage Dorms

\$124.98 plus \$10.00 domestic S&H

(Vol. 3: Head End Cars - in production)

Visa & Mastercard accepted - please add applicable sales tax

For more information on these and other books visit our web site at www.sphts.org

**Southern Pacific
Historical & Technical Society**

P.O. Box 93697 Pasadena, CA, 91109-3697

S Scale Steam Engines



We have 5 styles of steam engines with matching passenger or freight cars in 15 different road names. Pictured: NYC 4-6-2 Pacific, PRR 4-6-2 K-4 Pacific, NYC Empire State Express' 4-6-4 Hudson and SP 4-6-2 Pacific. All in stock for immediate shipment including the New NYC, Rock Island and Southern engines. Not pictured coming 2nd run of our massive 4-8-4s Santa Fe, Rock Island, Burlington, Western Maryland and Leigh Valley.

Prices starting at \$299.95 for the 4-6-2 Pacific AC Flyer engines, all come with mechanical chug sound and puffing smoke. Electronic whistle and bell in tender starting at \$379.95

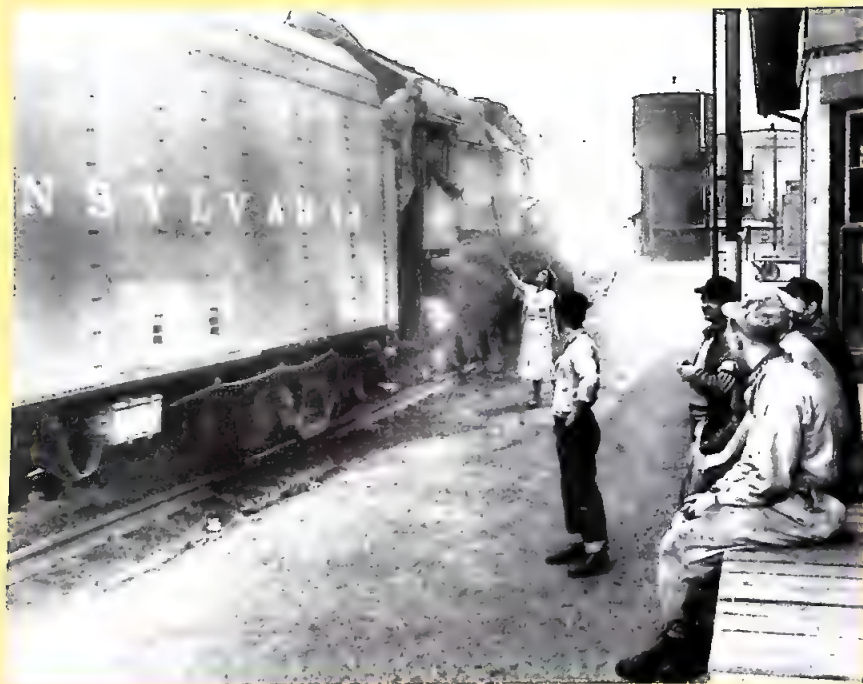
Visit our web site at: www.americanmodels.com

Serving S gauge for 23 years !



American Models
Phone 248-437-6800





Jim Shaughnessy

Women's work at Watkins Glen

On TV and in magazine ads, women in the 1950's were most often presented as blissful homebodies cheerily cleaning house, swooning over new appliances, or greeting their husbands—the family's provider—at the front door. It wasn't really like that for most women, of course, certainly not along the PRR's Elmira Branch in northern Pennsylvania and central New York. Here at Watkins Glen, N.Y., we see an unidentified female block operator holding her ground to deliver train orders as 386,000 pounds of 2-10-0 thunders by with empty coal hoppers bound for West Virginia. Her all-male audience is the crew of a local freight, waiting for her to give them clearance to depart. Railroading is a man's world, but on this day at Watkins Glen, there's a woman calling the shots.

as well as the various cities and towns that our railroad served.

The Katy and the St. Louis-San Francisco, the "Frisco," jointly operated a streamlined passenger train, the *Texas Special*, between St. Louis and San Antonio, Texas. Southbound, the *Special* traveled on the Frisco from St. Louis to the northeastern Oklahoma town of Vinita, where it easily moved through a connection track onto the Katy.

On the not infrequent occasions when Mr. Fraser would tell me we would be going to Dallas in a few days, it was my job to arrange for the 401 to be connected to the rear of the *Texas Special*. The *Special* left St. Louis Union Station at 5:30 p.m. and arrived in Dallas about 7:30 the next morning. If the boss wished to take a more leisurely trip, the 401 would be attached to train 5, the *Katy Flyer*, which used the Katy all the way, leaving St. Louis at 11:30 p.m. and arriving in Dallas at 10:05 the next evening.

The 401 was a very comfortable car, consisting of a galley (kitchen), crew's quarters (staffed by a chef and a porter), a dining room, four bedrooms,

two showers, and an observation lounge at the rear, which had an open platform. One of the bedrooms also served as the secretary's office. We had an excellent chef, Eddie Robinson, whose fried chicken and sirloin strip steaks couldn't be beat.

Supplying the 401 was quite a process. Toussaint Washington, our porter (today, the term is car attendant), and Eddie, our chef, took care of this. The meat products came from Will Docter Meat Co. and the grocery items from Straub's Market, both St. Louis establishments. It was my job to approve all the bills for these things, so periodically I would accompany the crew on their shopping trips.

I made it a practice to inquire of Eddie what we would be having for dinner each evening. One day it was fried chicken, and I told Eddie that fried chicken was "my favorite dessert" . . . so henceforth, Eddie would tell me we were having my "favorite dessert" on those occasions.

When we rode the *Katy Flyer*, each superintendent would board the train at the beginning of his district and ride with us to the end of his territory.

Their job was to bring Mr. Fraser up-to-date on matters such as the number of cars of wheat shipped for the month, new businesses started up on their district, and so forth.

My favorite superintendent was Charlie Birge, who was in charge of the North Texas District headquartered at Denison, Texas. Charlie always had a story to tell, an example of which would be, "I was talkin' to an old boy up at Wichita Falls the other day, and he said it was so hot up there last week that he saw a dog chasin' a jackrabbit and they were both walkin'."

The superintendents would vie with each other to see who could tell Mr. Fraser the best news. Of course, exaggeration was part of the routine, which didn't fool the boss for a minute. Another Charlie Birge story concerns watermelons. Sometimes during summer when we were riding the 401 in Charlie's territory, the boss would wink at me and say, "Charlie, do they still grow those big watermelons down here?" Charlie would reply, "Oh, yes sir, Mr. Fraser, they sure do!" Upon which, at the next station stop, a big watermelon would be put aboard the

"Relive the LAST HOURS" of Steam

Remember the Final Years of Steam

The editors of *Classic Trains* are proud to present *In Search of Steam*, the new, special collector's issue that celebrates the final years of steam railroading in America. You'll go back to the mid-1950's when steam was about to give way to diesels forever.

Act now to remember:

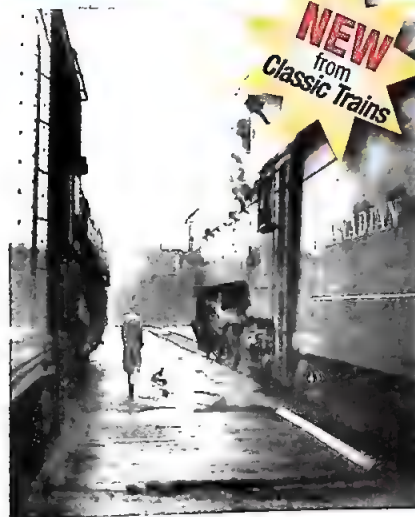
- Big engines in command of mainline freights
- High-stepping passenger jobs on commuter runs and limiteds
- Pocket-sized engines on branches and shortlines
- Men and machines working together
- And much more!

DON'T MISS IN SEARCH OF STEAM!

Reserve your copy today
and save \$1!

See back for details.

ClassicTrains



and photographs by Morgan and Hastings

as they set out to document the twilight hours of the steam era. From high-stepping Hudsons to dutiful switchers, massive freight-haulers to pocket-sized 4-4-0's, Morgan and Hastings were witnesses to steam locomotives in all their wonderful

The end of steam meant the passing of not only a type of machine but the entire way of life on and around the railroad. Morgan and Hastings recorded

- The unique teamwork of engineers and firemen
- Shop crews applying muscle to steel
- Mainline steam on NYC, Burlington, CP, and other U.S. and Canadian
- Moguls, Mikados, and American types working branch lines and short

First published as a series of articles in *Trains* magazine (which David P. Morgan and Hastings edited), several of the legendary Morgan/Hastings stories are again available in the *In Search of Steam* issue. Each story is presented in its entirety and several include never-before-published

ClassicTrains

THE GOLDEN YEARS OF RAILROADING

Or
Hurry! Act Now

How to Order

Order online at www.classictrainsmag.com

(Mon - Fri, 8:30am - 5:00pm CST. Outside the U.S. and Canada, call 262-7



Women's work

IN SEARCH OF Steam



Mail this form with payment to: Kalmbach Publishing Co.,

P.O. Box 1612, Waukesha, WI 53187-1612,

or order online at www.classictrainsmag.com/promo, enter promo code: **IK73K3**

1. Delivery Address:

Name _____

Address _____

City, State, Zip _____

2. Quantity: Please send me _____ copies of *In Search of Steam* at \$8.95 each.
(I'll save \$1 off the cover price!)

Total due: _____

3. Payment: ☐ Payment enclosed. (Make checks payable to Kalmbach Publishing Co.)

☐ Please charge my (circle one) Visa M/C AmEx Discover

Exp. Date _____

\$10.95 (GST included, payable U.S. funds). Foreign price \$10.95 (payable in U.S. funds, checks must be bank). Make checks payable to Kalmbach Publishing Co. *In Search of Steam* will arrive in late May.

Monday-Friday, 8:30am-5:00pm Central Time.

card ready. Outside the U.S. and Canada, call 262-796-8776, x661.

L373KK3

as well as fl
that our

secretary's office. We had
nt chef, Eddie Robinson,
ed chicken and sirloin strip
ouldn't be beat.

ying the 401 was quite a pro-
oussaint Washington, our porter
y, the term is car attendant), and
ie, our chef, took care of this. The
eat products came from Will Docter
Meat Co. and every items from
Straub's St. Louis estab-
lished job to approve all
things, so periodi-

company the crew on
ps.
practice to inquire of
would be having for
ening. One day it was
and I told Eddie that
was "my favorite dessert"
forth, Eddie would tell me
g my "favorite dessert" on
sions.

we rode the *Katy Flyer*, each
pendent would board the train
beginning of his district and ride
us to the end of his territory.

new businesses started up on their dis-
trict, and so forth.

My favorite superintendent was
Charlie Birge, who was in charge of
the North Texas District headquartered
at Denison, Texas. Charlie always had
a story to tell, an example of which
would be, "I was talkin' to an old boy
up at Wichita Falls the other day, and
he said it was so hot up there last week
that he saw a dog chasin' a jackrabbit
and they were both walkin'."

The superintendents would vie with
each other to see who could tell Mr.
Fraser the best news. Of course, exag-
geration was part of the routine, which
didn't fool the boss for a minute.
Another Charlie Birge story concerns
watermelons. Sometimes during sum-
mer when we were riding the 401 in
Charlie's territory, the boss would wink
at me and say, "Charlie, do they still
grow those big watermelons down
here?" Charlie would reply, "Oh, ye's
sir, Mr. Fraser, they sure do!" Upon
which, at the next station stop, a big
watermelon would be put aboard the

"Relive the LAST HOURS" of Steam



Ride along with the legendary team of writer David P. Morgan and photographer Philip R. Hastings

as they set out to document the twilight hours of the steam era. From high-stepping Hudsons to dutiful switchers, massive freight-haulers to pocket-sized 4-4-0's, Morgan and Hastings were witnesses to steam locomotives in all their wonderful variety.

The end of steam meant the passing of not only a type of machine but the end of an entire way of life on and around the railroad. Morgan and Hastings recorded:

- The unique teamwork of engineers and firemen
- Shop crews applying muscle to steel
- Mainline steam on NYC, Burlington, CP, and other U.S. and Canadian roads
- Moguls, Mikados, and American types working branch lines and short lines

First published as a series of articles in *Trains* magazine (which David P. Morgan edited for 33 years), several of the legendary Morgan/Hastings stories are again available in the special issue *In Search of Steam*. Each story is presented in its entirety and several include never-before-published photos!



Order your copy today!

Hurry! Act Now to Save \$1 Off the Cover Price

How to Order:

Order online at www.classictrainsmag.com or call 1-800-533-6644

(Mon - Fri, 8:30am - 5:00pm CST. Outside the U.S. and Canada, call 262-796-8776 x661. Please have your credit card ready.)

Thunder & High Iron
PORTRAIT CARDS



JT-4843 - WP
No. 257, 1939

Meticulously prepared in brilliant full, rich color, these North American railroads include a detailed history on the reverse side.

Send SASE for illustrated information. 86 titles available, size 5 1/2" x 8 1/4".
Price: \$1.25 each plus \$3.00 shipping per order, CA residents add \$.09 each sales tax. Remit by check or money order in U.S. funds.
DEALER INQUIRIES INVITED

Vanishing Vistas BY RICHARD E. COX

PO Box 1491C • ROCKLIN, CA • 95677-7491 • USA

Check out the
NEW & IMPROVED FORUMS
trains.com

The Way It Was

401 for Mr. Fraser . . . and of course, "nobody knew where it came from."

I worked for the Katy from 1949 to 1958, and I always felt I was part of the railroad family because I was treated so well. In 1958, however, there was a change in management, and 60 percent of the employees were laid off, including me. The Katy struggled financially and eventually in the late 1980's was merged into Union Pacific.

Today, the route of the *Katy Flyer* in Missouri is the "Katy Trail," from St. Charles to Sedalia, and it is a favorite biking route of my son, Patrick. Although the Katy no longer exists, I still have fond memories of the "good old days." They were great while they lasted!—*Robert E. Shortal*

The cat's out of the bag

All about when an N&W 4-8-4 smacked an auto in Virginia

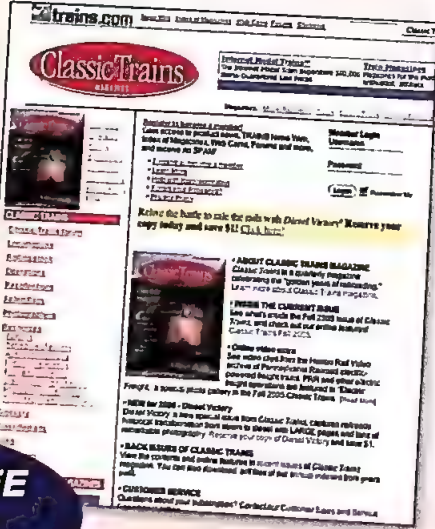
Back in the glory days, the speed limit for passenger trains on Norfolk & Western's Bristol Line was 65 mph. Several of the trains, including 45 and 46, the streamlined *Tennessean*, did considerable station work en route, so the crews figured it didn't hurt things to arrive at a station a couple of minutes ahead of time to help things toward an on-time departure. Therefore, the speed limit was honored in the breach, so to speak, in such situations.

Bristol, astride the Virginia-Tennessee line, was where the through passenger trains changed ("seamlessly," they'd say today) between Southern Railway and N&W. These trains included the Birmingham-Washington *Birmingham Special*, the New Orleans-New York *Pelican*, and the aforementioned *Tennessean*, a Memphis-New York train.

Between Bristol and Abingdon, Va. (the eastbound *Tennessean*'s first scheduled stop on the N&W), lay Wyndale Hill, a broken grade varying up to 1.17 percent with a "saddle" in the top. The curves were easy, though, and after

Get more from Classic Trains - online!

- Read personal stories from the people who worked the rails
- Learn the history of vintage steam locomotives
- Watch online video extras
- Learn about the photographers who captured the golden era of railroading
- And much more!



Register for FREE members-only benefits!

Visit us online at
www.classictrainsmag.com

05X1268

cresting the second summit of the saddle, an eastbound train took a 1.28 percent dive down a half-mile straight stretch to the last easy curves entering Abingdon.

For a class J 4-8-4, Wyndale Hill was a place to accelerate most Bristol Line passenger consists even on the uphill sides, especially No. 46 with its lightweight cars. This straight stretch down into Abingdon had a road crossing at its east end, protected by N&W's distinctive wig-wag signals.

It happened that one fine day No. 46 rounded the curve at the top of the straight to see an old automobile standing on the track smack in the middle of the crossing, despite the wig-wags working furiously.

The engineer began his Rule 14-L whistle signal a little early, and as soon as he started the first blast, the car's doors opened and an old man got out

of the driver's side and a little boy about 8 years old got out of the passenger side. They calmly walked back along the road a safe distance from the crossing and turned around to watch the show.

As soon as the engineer saw them get out, he put the brakes in emergency, but at the . . . er, . . . 65-mph rate of descent down that hill, the stop wasn't going to be really quick. The J "smithereened" that auto.

After he finally got stopped, the engineer blew the requisite three shorts on the whistle and backed up to the scene. The flagman and conductor dropped off to get the information for the reports and check on the damage—total for the car, of course, and as might be expected, none to the 4-8-4. The conductor was getting all the information from the old man, and the flagman figured he should see if the

little boy was injured.

"Are you OK?" the flagman asked.

"Yes sir, I'm OK," the little boy replied.

The flagman repeated, "We want to make sure you're not hurt; if you are, we can get you to a doctor."

"No sir, I'm not hurt," the boy said.

"Is that your daddy that was driving?"

"Yes sir, that's my daddy."

"Where were you and your daddy going?"

"We was [sic] goin' down to Abingdon."

"What were you going to do down in Abingdon, son?"

"We was goin' to get us a new car as soon as 46 hit this one."

One can only wonder how many days it took for the boy to be able to sit down again to eat his meals with the family.—*Ed King* ■

Landmark Book Now Available



Santa Fe Locomotive Development, Larry E. Brasher

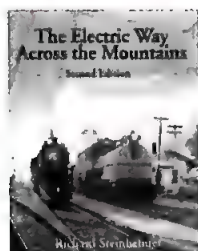
The development of Santa Fe steam locomotives, from the first ones built to the Santa Fe's own specifications in 1880, to the "supreme steam" of the late 1930s, is explored in detail in this book. Also part of the story is the pioneering role of Santa Fe in development of early diesel locomotives, from the earliest demonstrators onward. Any historian or modeler interested in the Santa Fe will want to own this fine volume. 304 pages, 291 photos (19 in color), 16 graphics, bibliography, index. Price: \$65

The Florida Keys Overseas Railway, Warren Zeiller

The tale of Henry Flagler's Overseas Railway to Key West has often been told, but this book contains extensive new material, in the unpublished photographs of one of the engineers during construction. This book will be a welcome treat for anyone who enjoys the Keys, and for fans of the Florida East Coast Railway.

160 pages, 166 photos, Signor endsheet map. Price: \$55

The Florida Keys Overseas Railway
Warren Zeiller



The Electric Way Across the Mountains, Richard Steinheimer Long out of print and often acclaimed as Steinheimer's master work, this book returns to print in a new edition. This book is a signal event for fans of the Milwaukee Road, of mainline electrification, and of the everyday life of railroaders. 192 pages, 416 photos. Price: \$65

Free shipping, domestic individual orders
(\$15 shipping for foreign individual orders)
California residents add 7.75% sales tax per book.

SIGNATURE PRESS

Order direct: to 11508 Green Rd, Wilton, CA 95693,
or order securely at our site, www.signaturepress.com,
or place your order by telephone at 1-800-305-7942
DEALER INQUIRIES INVITED

Car Stop



L.A.'s yellow cars

The Los Angeles Railway was the city's transit arm of Henry E. Huntington's Southern California rail and real estate empire (Pacific Electric, a separate company after 1910, handled interurban traffic). Running on 42-inch-gauge tracks, the bright-yellow LARY cars numbered more than 1,000 when World War II began. Los Angeles Transit Lines (a National City Lines outfit) took over in January 1945—and by 1956 the fleet was down to 225 cars. In '58, the trolley operations passed to the L.A. Metropolitan Transit Authority, which shut the last ones down five years later. In happier times (left), Type B car 457 and Type H 1268, both in LATL's green-and-yellow "fruit salad" livery, stand at Spring Street and Sunset Boulevard on September 10, 1949. Built 1902-1912, the "Huntington Standards," as the B's were known, were the

backbone of the LARY, numbering 773 at their peak; over the years their open end sections were enclosed, but they retained their curved corner windows. The 250 Type H's of 1921-24 were LAP's first steel cars. No. 1444 and another H (lower left) are at Union Station, circa 1954. Streamlined PCC cars—Type P on the LARY—came to the City of Angels in 1937, followed by another order in 1943, and a final one in '48, for a total of 165 cars. No. 3001 (below), the very first Type P, rolls down Whittier Boulevard in 1957; she's preserved at the Orange Empire Railway Museum. At 8 feet 4 inches, the P's of 1937-43 were narrower than standard PCC's, but the 1948 cars were the full 9 feet wide. Postwar car 3145 (bottom, in LAMTA colors) dwarfs her narrow-gauge trucks on the last day of L.A. streetcar service, March 30, 1963.



Upper left and below, George Krambles; lower left, William C. Janssen; above, A. W. Styffe; all from Krambles-Peterson Archive



IN THE MARCH ISSUE

St. Louis railroading
in HO as it *might*
have been

Two steam engine
detailing features

Steam on the free-
lanced Olympic &
Puget Sound Ry. in HO

Subscribe today!
1-800-533-6644
modelrailroader.com

**Model
Railroader**
MAGAZINE

IN THE FEBRUARY ISSUE

Special JUMBO issue!

The amazing Chama Branch
of the D&RGW Railroad

**Building a
boxcab locomotive**

Gardening and operation on
the Tuscarora Railroad

To get your copy of the February issue
of *Garden Railways*, visit your
local hobby shop or newsstand or call

SUBSCRIBE TODAY!

1-800-533-6644

Order online at www.gardenrailways.com

**Garden
RAILWAYS**
MAGAZINE

Ready Track

First Out

The latest books in MBI's "Great Passenger Trains" series do a fine job of covering their subjects, the *Broadway Limited* and *Hiawathas*. Milwaukee Road introduced its Chicago-Milwaukee-Twin Cities streamliner in 1935, and its success led to a series of other *Hiawathas* throughout the system. The book covers *Hiawatha* operations, development, and equipment, including the train's first streamlined steam locomotives and early diesels as well as the distinctive beaver-tail and Skytop observation cars. Another chapter includes memories of those who worked on the trains.

The New York-Chicago *Broadway Limited* was the pride of the Pennsylvania Railroad for more than 60 years. MBI's book covers *Broadway* equipment and operations from its launch in 1902 through the end of the PRR itself in 1968. Author Welsh follows the train's transition from heavyweight cars pulled by steam to postwar lightweight cars pulled by diesels, with a highlight being the 1938 Raymond

PENNSYLVANIA RAILROAD'S BROADWAY LIMITED



THE MILWAUKEE ROAD'S HIAWATHAS



Loewy-designed cars and locomotives that introduced streamlining to the *Broadway Limited*.

Both books cover their subjects well, with ample photos. Numerous reproductions of period advertising, artwork, menus, and timetables help give a feel for what it was like to travel in the glory era of passenger trains.—Jeff Wilson

The Milwaukee Road's Hiawathas, by John Gruber with Brian Solomon; *Pennsylvania Railroad's Broadway Limited*, by Joe Welsh. Both: Voyageur Press, MBI Publishing Co., St. Paul, Minn.; www.mbiublishing.com; (800) 458-0454; 8½ x 11 in.; hardcover; 162 pages; \$34.95.

Other Books

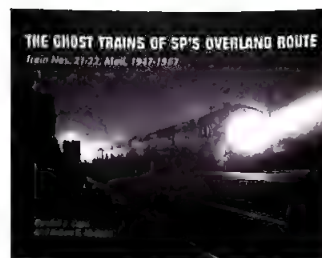


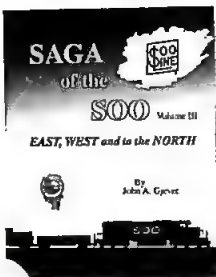
H. P. Edwards was called "the doctor of sick short lines," and his prescription for improving the bottom line of small railroads was motor cars built by his company. Edwards built more than 120 self-propelled cars from 1917 to 1942. This book provides a thorough history of the firm, including a roster of cars built and diagrams and charts detailing the savings of motor cars over steam trains. It has 157 black-and-white photos, plus many plans and drawings. A section looks at the Southern short lines Edwards was involved in managing.—J.W.

The Edwards Railway Motor Car Company, by Cary Franklin Poole. Hot Box Press, Mobile, Ala.; hotboxpress.com; (251) 645-9018; 8½ x 11 in.; hardcover; 190 pages; \$49.95.

Often overlooked in favor of more glamorous trains, SP 21 and 22 generated significant revenue. This thorough, well-written book details their operations, explaining the often mysterious world of mail and head-end traffic. Also included are many first-hand accounts from former crew members. More than 130 photos (38 in color) show trains and equipment on the road as well loading and unloading. The book also features maps, timetables, forms, and equipment lists.—J.W.

The Ghost Trains of SP's Overland Route, by Randall Cape and Robert McKeen. Southern Pacific Historical & Technical Society, Pasadena, Calif.; www.sphits.org; 11 x 8½ in.; softcover; 144 pages; \$42.95.



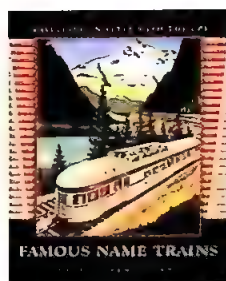


The third in a series of three, this book examines the Soo Line's Chicago Division (the old Wisconsin Central), its lines across Minnesota and the Dakotas, and the Soo's relationship with (and eventual absorption by) parent Canadian Pacific. Author Gjevre traces the history and construction of various lines, and gives an overview of operations and equipment through the years. More than 370 photos (many in color), including many aerial views, amply cover the subject, along with paintings of Soo scenes. Numerous maps (including system maps from the 1950's and modern eras tucked in a pocket inside the back cover), timetables, and other illustrations are also included.—J.W.

Saga of the Soo, Volume III: East, West, and to the North, by John A. Gjevre. Agassiz Publications, Moorhead, Minn.; www.sagaofthesoo.com; 8½ x 11 in.; hardcover; 242 pages; \$50 postpaid.

Author David Jones puts his background as manager of internal communications at Canadian Pacific to good use, tapping the company's historical collections in tracing the evolution of its passenger equipment, operations, and trains. The book explains the evolution of CPR's transcontinental passenger trains, starting with the *Pacific Express* of the mid-1880's. The author then traces the history of the *Imperial Limited* and *Trans-Canada Limited*, to the modern-era *Canadian*. Also covered are CPR steamship operations on the Great Lakes and looks at dining- and sleeping-car services. More than 90 photos, including many publicity shots, along with advertisements and promotional artwork, make this book an interesting read.—J.W.

Famous Name Trains: Travelling in Style with the CPR, by David Laurence Jones. Fifth House Publishers, Calgary, Alberta, Canada; (800) 387-9776; 8 x 10 in.; softcover; 179 pages; \$22.95 (hardcover \$29.95).



MARCH '07

Trucks versus trains: The decisive decade

Why the 1950s trucking boom sent a clear message to railroads: Evolve or die

India by deluxe train

Ride the Deccan Odyssey to see the sights of this fabled country

Secrets of Seattle's King Street Station

Through a pair of unique eyes we take you inside this 100-year-old Pacific Northwest landmark

Saturday Night Fever

Fred Griley on how CSX ran the Auto Train on time for the first time in a long time

Map special

3-page fold-out on what happened to the New York Central

Plus:

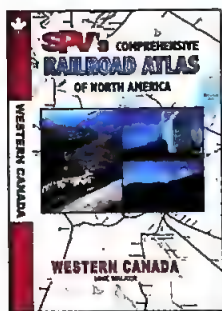
Technology: Using asphalt as a track subgrade

Preservation: So you want to run a railroad museum?

Roy Blanchard's first column on short lines and regionals

SUBSCRIBE TODAY! 1-800-533-6644

Order on-line at
www.trainsmag.com



SPV's line of U.S. railroad atlases has long been a great aid to railfans, and the newest volume expands to cover western Canada, including British Columbia, Alberta, Yukon, and Northwest Territories. The atlas follows the same thorough design as previous volumes. Along with rail lines, cities, and open stations, the atlas shows yards, major tunnels and bridges, defect detectors, interlockings, and operating districts. The maps also show abandoned lines and closed stations—a great asset for rail-history researchers. A comprehensive index of cities and stations makes it easy to find any location.—J.W.

SPV's Comprehensive Railroad Atlas of North America: Western Canada, by Mike Walker. SPV, Upper Harbledown, Canterbury, Kent, CT2 9AX, United Kingdom; www.spv.co.uk; 8¼ x 11¼ in.; softcover; 94 pages; \$29.95.

The first in a new series, this work provides extensive coverage of the rolling stock and service of the Chicago Aurora & Elgin and Chicago Transit Authority on the Garfield Park "L" line. More than 118 photos—including 45 nice shots in color—help illustrate the history of the line from its construction through its late-1950's demise. Train lists and schedules, as well as reproductions of period maps, help tell the story of the line's operations and how they evolved over the years. This well-done volume provides a nostalgic look at a bygone era; fans of the CA&E—and Chicago railroading—should enjoy it.—J.W.

Cooperation Moves the Public, by Bruce G. Moffat, Shore Line Interurban Historical Society, P.O. Box 425, Lake Forest, IL 60045-0425; www.shore-line.org; 8½ x 11 in.; softcover; \$24.95 plus \$3 shipping.



R&LHS names award winners

Authors honored for works on Southern Pacific and Lucius Beebe

The Railway & Locomotive Historical Society announced the recipients of its 2006 Railroad History Awards on October 13 in Cedar Rapids, Iowa, in conjunction with the annual meeting of the Lexington Group in Transportation History.

The George W. and Constance M. Hilton Book Award went to Richard J. Orsi for *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930*, published by the University of California Press in 2005. Orsi is Professor Emeritus of History at California State University, Hayward. The R&LHS called his work "a welcome corrective for the sour reputation the SP suffered . . . since novelist Frank Norris dubbed it 'the Octopus.'" The other finalists for the Book Award were Don Hofsommer, for his Minneapolis & St. Louis study *The Tootin' Louie*, and Joe Welsh and William Howes, for *Travel by Pullman*.

The society gave two Senior Achievement Awards this year, to George M. Hart and Robert G. Lewis. Hart's seven decades of involvement in rail history and preservation have focused on railroading in his native Pennsylvania. He advised the Reading Co. on its 1959-64 Iron Horse Ramble fantrip series, and this led to his founding of the excursion company Rail Tours, Inc. In 1969, Hart was appointed director of the Railroad Museum of Pennsylvania, the first state-operated railroad museum.

Bob Lewis is best-known for his 1947-95 tenure at *Railway Age*, from which he retired as Publishing Director (as a consultant, he's now *Age's* director of special projects). From 1934 to 1947, he worked for the Pennsylvania and Bessemer & Lake Erie railroads. Active in professional associations, Lewis is also an avid train-rider, claiming 164,302.2 unduplicated miles in 52 countries. Lewis was the subject of a "Great Photographers" article in our Summer 2001 issue.

The Fred A. and Jane R. Stindt Photography Award went to William D. Middleton. The recipient of R&LHS's Senior Achievement Award in 1984, Middleton, with more than 20 books and 400 articles to his credit, is perhaps best known as one of the leading writers on railroad history and technology.



© Simpson Kalisher

Photo conference set for March

The fifth annual "Conversations about Photography" meeting is set for March 24 at Lake Forest College in Lake Forest, Ill., whose Archives & Special Collections Department is co-sponsoring the event with the Center for Railroad Photography & Art. Among the speakers will be Simpson Kalisher, author-photographer of the award-winning 1961 book *Railroad Men*, in which appears his photo of an Erie brakeman in New Jersey (above). Other presenters include Jim Shaughnessy, Steve Barry, and Walter E. Zullig. More information about the conference is available at the Center's Web site, www.railphoto-art.org/conference.asp.

But he has also been a prolific photographer since the mid-1940's, and the Society noted that "Middleton's writing works so hand-in-glove" with his photography that the latter has too long been taken for granted." Thanks to his generosity in sharing his work, Middleton's superb photos have been published widely. Bill's most recent major appearance in these pages was "The Trains of Troy," in our Summer 2005 issue.

Tony Reevy and Dan Cupper received the David P. Morgan Article Award for "Mixed Legacy," a biographical essay on the influential writer-photographer Lucius Beebe, published in the Fall-Winter 2005 issue of R&LHS's journal *Railroad History*. Though credited with sparking the public's interest in railroad history and giving the railfan field a big boost in its early years, Beebe remains a controversial figure, thanks in part to his more than occasional disregard for

historical accuracy in his published material. The other finalists for the Book Award were Larry DeYoung, for "An Awful, Beautiful Life" (March 2005 TRAINS); Tom Kelcec, for "Mount Washington Cog Railway" (August 2005 *Railfan & Railroad*); and Bill Middleton, for "Interurban Triumph" (October 2005 TRAINS).

MP Ten-Wheelers still steaming up

The "Coming next issue" ad in our last edition mentioned that an article called "Ten-Wheelers You Could Count On" would be in this issue. For those of you who looked, you didn't miss it—it's not here. But don't count those Missouri Pacific 4-6-0's out—the story by a former MP engineer had to be postponed until our Summer issue. **■**

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION (Required by 39 USC 3685)

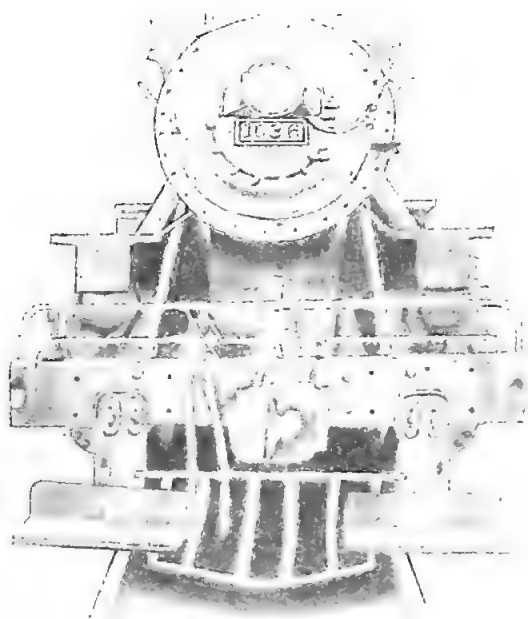
1. Publication title: CLASSIC TRAINS • 2. Publication No.: 019-502
 3. Filing date: October 1, 2006 • 4. Issue frequency: Quarterly
 5. Number of issues published annually: 4 • 6. Annual subscription price: \$23.50
 7. Complete mailing address of known office of publication: 21027 Crossroads Circle, Waukesha, WI 53186. Telephone: 262-798-6514.
 8. Complete mailing address of general business office of publisher: same
 9. Publisher: Kevin P. Keefe, 21027 Crossroads Circle, Waukesha, WI 53186. Editor: Robert S. McGonigal, same.
 10. Owner: Kalmbach Publishing Co., 21027 Crossroads Circle, Waukesha, WI 53186. Stockholders owning or holding 1 percent or more of total amount of stock are: Gerald B. Boeltcher, 8041 Warren Ave., Wauwatosa, WI 53213; Ruth H. O. Darrah, 1200 W. 3rd St., Waterloo, IA 50701; Harold Edmonson, 6021 N. Marmora Ave., Chicago, IL 60646; Laura and Gregory Felzer, 222 E. Michigan St., Ste. 10, Milwaukee, WI 53202; Susan E. Fisher, 50 Puu Anena #1502, Lahaina, HI 96761; George A. Gloff, c/o Ted and Lois Stuart, 1873 Frays Mill Rd., Rockersville, VA 22369; Elizabeth K. Grunden, 14102 Seagler Springs Ln., Houston, TX 77044; Linda H. Hanson, 363G Balemian Cir. S., Barrington Hills, IL 60010; George F. Hirschmann Trust, 363G Balemian Cir. S., Barrington Hills, IL 60010; J. David and Carol L. Ingles, P.O. Box 2161, Waukesha, WI 53187; Charles A. Kalmbach, 7435 N. Braeburn Ln., Glendale, WI 53209; Lois P. Kalmbach, 7435 N. Braeburn Ln., Glendale, WI 53209; Sydney and Ruth Klinka Kalmbach Family Trust, P.O. Box 727, Pebble Beach, CA 93955; Kalmbach Profit Sharing/401K Savings Plan & Trust, P.O. Box 1612, Waukesha, WI 53187; James J. King, 3874 Quail Ridge Dr., Boynton Beach, FL 33436; Mahika Family Limited Partnership/Trusts, 1979 Discovery Village Lane, Gold River, CA 95670-7279; Mahika Family Limited Partnership, 1979 Discovery Village Lane, Gold River, CA 95670-7279; Daniel and Mary Murphy, 705 Heatherly Ln., Naples, FL 34108; Robcill, Inc., P.O. Box 3597, Reno, NV 89505; David M. Thornburgh Trust, 420 W. San Marino Dr., Miami Beach, FL 33139.
 11. Known bondholders, mortgagees and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities: N/A
 12. Tax status (for completion by nonprofit organizations authorized to mail at special rates): N/A • 13. Publication title: CLASSIC TRAINS
 14. Issue data for circulation data below: Fall 2006
 15. Extent and nature of circulation:
- | | Average no. copies each issue during preceding 12 months | Actual no. copies of single issue published nearest to filing date |
|--|--|--|
| a. Total number of copies (net press run) | 90,935 | 92,879 |
| b. Paid and/or requested circulation: | | |
| 1) Paid or requested mail subscriptions | 36,312 | 37,157 |
| 2) Paid in-county subscriptions stated on Form 3541 | 0 | 0 |
| 3) Sales through dealers and carriers, street vendors, and counter sales | 23,846 | 23,462 |
| c. Total paid and/or requested circulation (sum of 15b1 and 15b3) | 59,958 | 60,619 |
| d. Free distribution by mail (samples, complimentary, and other free): | | |
| 1) Outside-county as stated on Form 3541 | 0 | 0 |
| 2) Inside-county as stated on Form 3541 | 0 | 0 |
| 3) Other classes mailed through the USPS | 35 | 32 |
| e. Free distribution outside the mail (carriers or other means) | 4 | 4 |
| f. Total free distribution (sum of 15d and 15e) | 39 | 36 |
| g. Total distribution (sum of 15c and 15f) | 59,997 | 60,655 |
| h. Copies not distributed | 30,938 | 32,224 |
| i. Total (sum of 15g and 15h) | 90,935 | 92,879 |
| j. Percent paid and/or requested circulation: | 99.93 | 99.84 |

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal



G-9 Consolidation

Standing in the center of the tracks there is
no danger

Facing a friendly locomotive who is no stranger

The encounter is with a C&O G-9 Consolidation
Looking up to its smokebox face is quite a sensation

At the front end of the locomotive boiler the
smokebox was created
Between the tubes and the smokestack this chamber
is located

In 1949 with number 1036 came this chance to meet
What a nice day with the Consolidation to greet.

Diane S. Segal

K-4 KANAWHA

At Charleston, West Virginia, a C&O locomotive makes a stop
It is K-4 Kanawha number 2789 from the Alco Schenectady shop

Its complex parts can always be admired by standing
close by

Looking upward at its intricate detail and its height so high

Sander valves, cased pumps and oval numberboards on the
smokebox door

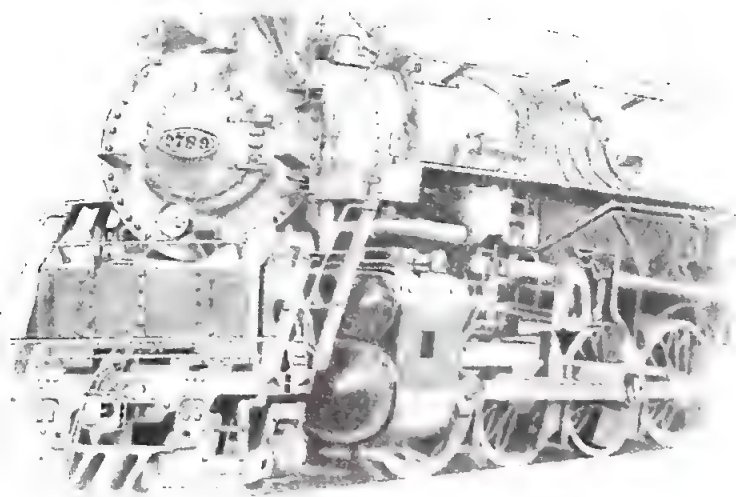
Along with the rods, the counterweights and the wheel
arrangement known as 2-8-4

An all-purpose locomotive the Kanawha was ready on
any date

To haul coal and passengers and also freight

As if that weren't enough, it also carried humanitarian aid
Heading the "Friendship Train" in 1947, a delivery of donated
food for destitute European countries it made.

Diane S. Segal



Decorative plaques to enhance your train layout!



Rail Plaque

www.railplaque.com

First-Class Railroad Pins

www.sundancepins.com



SUNDANCE MARKETING, INC.



Features 12 (8x10) full color prints plus 2 covers for \$8 post paid or railroad calendar pictures (our choice) 12/53 00 Domestic orders only, 2-4 weeks delivery: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009.

www.mysticvalleys.org

2007 New England RR Calendar

Classic Laser Etchings

- Railroad images on marble and granite -
- Many sizes available -

Perfect gift idea for the classic train enthusiast!

www.LakeMichiganTile.com

THE OFFICIAL GUIDE

August, 1936

CD-ROM Edition

Over 1500 pages of Maps and Timetables from the Golden Age of North American Railroads

www.RailroadMap.com

American Rails & Highways



Mugs Dinnerware Collectibles Prints
P.O. Box 5368 Youngstown, Ohio 44514
330 726 4788 Fax 330 726 2274

www.americanrails.com



HORNS INC.
OH WELL PRODUCTIONS

Diesel Airhorn

Ever wonder about it?

All NEW video about the collecting hobby
Available in DVD+R or VHS \$25.

Make Checks and Money orders out to:
Ed Kaspriske, 351 Rabbit Run Ln., Laurel Run Estates Wilkes-Barre, PA. 18706
www.dieselairhorns.com

ORANGE BLOSSOM SPECIAL

OTHER C.W. TRAIN SONGS AS SUNG BY

BUDDY MAX

Shows every Sat. 2 p.m.
COWBOY JCT. OPRY (closed July & Aug.)
3949 W. Hwy 44 Jct 490 • Lecanto, Florida
FREE ADMISSION • CD & Tape Sales



Railroad Art
by
David A. Oram

U.C.P.O. P.O. Box 21527
Newmarket, ON L3Y 8J1
Canada

www.davidaoram.com

railroadbooks.biz

has 1,200 plus new titles, all at discount

New. Used. Buy. Sell. ORDERS: U.S. 800 554-7463
International Service. BUSINESS & INTERNATIONAL:
Book Search. 812 391-2664

Domestic shipping FREE over \$50.00
www.railroadbooks.biz P.O. Box 4, Bloomington, IN 47402-0004 U.S.A.
chuck@railroadbooks.biz

Black/White Prints - Lists (with sample):

Street car and interurban 17,500 scenes \$7.00
Steam and diesel 3,000 scenes \$2.50
Bus and trolley bus 2,000 scenes \$2.00

Duplicate Color Slides - Lists (with sample):

Street car and interurban 11,100 scenes \$5.00
Steam and diesel 13,700 scenes \$6.00
Bus and trolley bus 2,400 scenes \$2.00

Schools Photos • Dept. CT
3685 Fincastle Drive • Dayton, OH 45431

MARKETPLACE



• Suitable for Actual Use • Illuminated •
Used by private car owners, museums, tourist railroads, and collectors.

Wide variety of train names available including use of your custom artwork.

26" Diameter • All metal • Made in USA
Drums: \$350 • Signs \$350 & Up

McDonald Models • 895 Prospect Blvd.
Waterloo, Iowa 50701 • Tel: (319) 233-0545

PROTOTYPE

B&W PHOTOS

OF TRAINS

AND TROLLEYS

Available using the wet darkroom method on fiber paper.
66 Years of experience.

M.D. MCCARTER PHOTO COLLECTIONS
P.O. Box 1569, Camp Verde, AZ 86322-1669
For a list of 25 catalogs please visit our web page:
www.mccarterrailphotos.net • mmccarter@wildapaches.net
telephone 1-928-567-6443
established 1939



Be a part of the fascination of railroad history...

by joining the 84-year-old Railway & Locomotive Historical Society—great reading in our illustrated journal *Railroad History*—other benefits too! Participate!

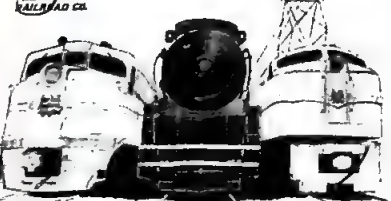
Send \$25 dues to:

R & LHS
Box 2929275
Sacramento, CA 95829
www.rlhs.org

www.rebelrails.com

The New York New Haven and Hartford RAILROAD CO.

Full Color, Super Detailed T-Shirts and more



Ash Tees available in 6/8, 10/12, S, M, L, XL, XXL & XXXL, just \$12.00 + \$5.00 s&h

Rebel Rails RailWear®
10248 Missionary Ridge Rd.
Bon Aqua, TN 37025
ph: 931-670-6077 • rebelrails@earthlink.net

TRRA Historical Society



This publication is the final word for Illinois Central Pullman operations from St. Louis—going back to the wooden car era and Palace Car splendor; 154 pages document ICRR sleeping car history from St. Louis. Photos from various Pullman collections, as well as from the cameras of Joe Collias, David W. Salter, Bill Raia, Otto Perry, Dick Wallin, Harold Williamson, Hugh Comer, George Krambles, Barney Stone, Bruce Meyer, Frank Ardrey, Jr., Paul Stringham, and many others. Dozens of car plans accented by foldouts present a history of ICRR sleeping cars not found elsewhere.

See your dealer after November 1.

TRRA Historical and Technical Society, Inc.
P.O. Box 1688, St. Louis, MO 63188-1688
(314) 535-3101
http://trra-hts.railfan.net



Don't Miss a Single Issue!



Every issue is packed with:

- Remarkable photos
- Detailed reporting
- Personal recollections

And more!

Subscribe Today!
Call 1-800-533-6644
www.classictrainsmag.com

Coming next issue

Summer Edition

• Destination: Valley Forge

50 years ago, the Reading and Pennsylvania railroads brought tens of thousands of boys to the 1957 Boy Scout Jamboree at Valley Forge, Pa.



• Great Photographers: John C. Illman

This black-and-white master recorded steam and diesel throughout the U.S. and Canada



• Circling the West in Multi-colored Wagons

Senior Editor Dave Ingles recalls a trip to California during Amtrak's early "rainbow" era

• The Capitol Limited: Dead in the Water

An assistant trainmaster rescues B&O's finest train on a freezing night in 1961



• All Night on a 2-10-2

A young man's ride in an Illinois Central engine cab provided memories for a lifetime

• Growing Up with Elevated Freight

One of America's biggest passenger carriers—the Chicago Transit Authority—also ran freight trains



• Plus: True Color, The Way It Was, Car Stop, A Classic Year, Bumping Post, and more!

Subscribe Today!

1-800-533-6644

Order online at www.classictrainsmag.com

CLASSIC TOY TRAINS MAGAZINE

IN MARCH'S ISSUE

3 ways to model water
How to use paint, Plexiglas, or resin to make rivers, lakes, and streams

How to make a track plan
Turn a pencil sketch into a detailed track diagram

Internet frauds
8 things to beware of when buying postwar Lionel trains online

ON SALE NOW!

Subscribe Today!

1-800-533-6644

Order online at
www.classictoytrains.com

Index of Advertisers

WE BELIEVE that our readers are as important as our advertisers; therefore, we try to handle all readers' complaints promptly and carefully. If, within a reasonable length of time, you do not receive your merchandise or a satisfactory reply from an advertiser, please write to us. In your letter detail exactly what you ordered and the amount of money you sent. We will then forward your complaint to the advertiser for action. If no action is ultimately obtained, we will refuse to accept further advertising from them. Address complaints to: CLASSIC TRAINS, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187.

Agassiz Publications	82
American Models	85
C&O Historical Society, Inc.	7
Canadian Branchline Miniatures	11
Carl Loucks	84
Central Electric Railfans Association	83
Chicago & N Western Historical Society	81
Classic Toy Trains magazine	97
Classic Trains magazine	97, 99
Classictrainsmag.com	88
Classic Trains Sweepstakes	14-15
Colorado Railroad Museum	11
Durango & Silverton Narrow Gauge	83
Four Ways West	12
Friends of East Broad Top	81
Garden Railways magazine	92
Goodheart Productions	17
Greg Scholl Video Productions	7
Herron Rail Video	100
Hundman Publishing	82
In Search of Steam	87
Indiana University Press	13
McMillan Publications	79
Mileposts Publishing	81
Model Railroader magazine	92
Monte Vista Publishing	17
Nevada Northern Railway Museum	7
NPRHA's Company Store	17
O Winston Link Museum	11
On Track Publishers, LLC	6
Pixels Publishing	81
Revelation Audio-Visuals	19
RGM Watches	82
Ronrail Pictures	84
Segal, Diane	95
Semaphore Records	17
Shore Line Interurban Historical Society	82
Signature Press	89
Southern Pacific Historical Society	85
Trackside Prints	12
Trains Books	2
Trains.com	88
Trains magazine	93
Trains Unlimited Tours	6
Truman State University Press	7
University of New Mexico Press	6
Vanishing Vistas	88



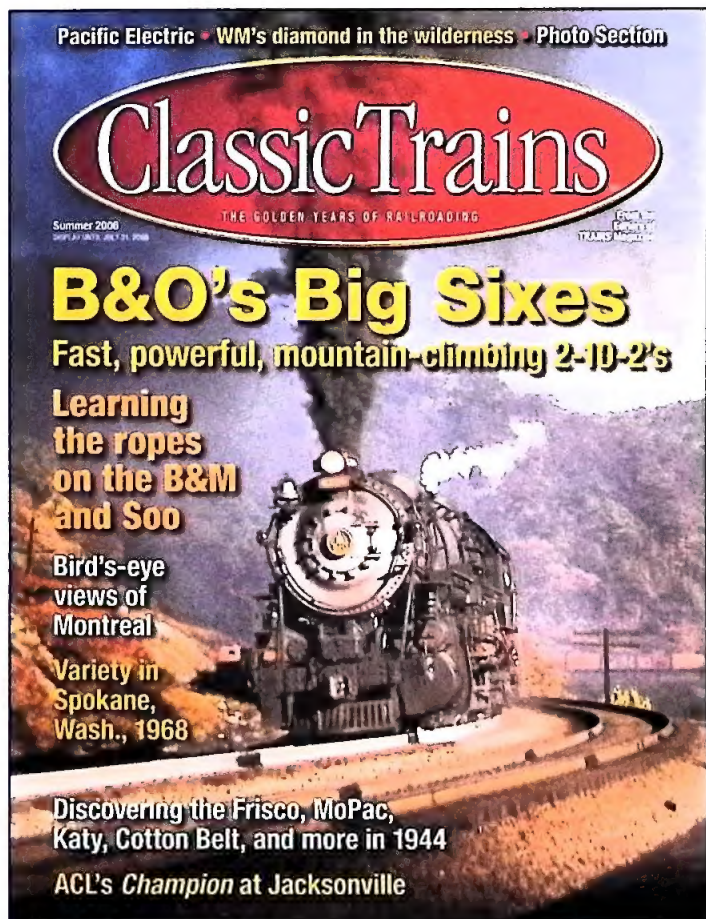
William D. Middleton

Coast Line's Wilmington fleet

A mid-afternoon look down from the Third Street bridge in Wilmington, N.C., on August 27, 1957, reveals all three of Atlantic Coast Line's daily departures from the coastal city. In the foreground, powered by a pair of EMD FP7's, is train 42, due to leave at 7:00 p.m. for Rocky Mount, N.C., where it will connect with mainline train 78, the *Palmetto*, bound for Washington, D.C. On the next track, E7 527 idles with Wilmington-Atlanta train 55, scheduled out at 5:05 p.m. Just visible above

55's baggage car is another E7 on ACL 48, preparing for its 3:40 p.m. departure for Rocky Mount. At the extreme upper left is the stub-end terminal's concourse, while out of view to the left are the Coast Line's headquarters buildings. In 1960, two years after announcing merger plans with the Seaboard, ACL shifted its main offices to a new building in Jacksonville, Fla. The roads became Seaboard Coast Line on July 1, 1967, and passenger service to Wilmington ended less than a year later. **1**

Enjoy the Golden Age of Railroading!



Classic Trains takes you back

to the colorful years when steam was king and railroads were a major force in American life.

Every issue is packed with spectacular photography, top notch writing, and the memories of the men and women who worked the rails.

Just \$23.50 a year! (4 editions)

Subscribe today! Call 1-800-533-6644

(Monday-Friday, 8:30am-5:00pm Central Time. Outside the U.S. and Canada, call 262-796-8776 x661.)

Subscribe online at www.classictrainsmag.com

HERRON RAIL VIDEO

Since 1985. The Leader in Vintage Rail Video

DVD only.



CANADIAN STEAM from 16mm film by Donald J. Krofta CN & CPR steam in 1958 in Ontario. Real CN & CPR sound DVD only. Item 044-D. \$39.95

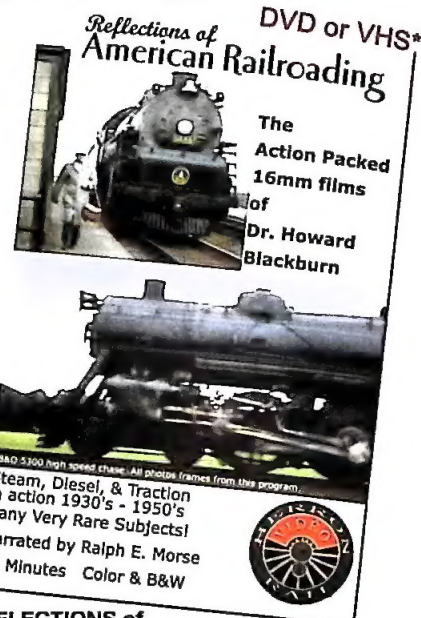
DVD only. VHS sold out.



B&O / C&O Steam Power with Live Sound! 16mm sound film by Fred McLeod with B&O Pacifics, Mountain types, Mikados, Big 6's, and EM1 2-8-8-4's. Then C&O 2-6-6-6 Alleghenies are featured on coal trains in WV. Also included: a 6 minute preview of Donald J. Krofta's "Steam & Diesel on the B&O" Vol.1.

Item 039-D. Just \$29.95. VHS sold out.

DVD or VHS*



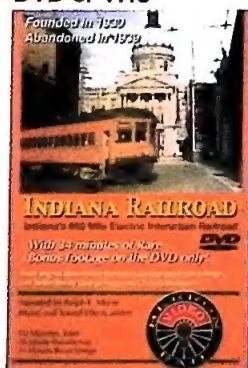
REFLECTIONS of AMERICAN RAILROADING Rare 16mm film 1930's-'50's. Steam chases on B&O, ICRR, Durham & Sou. + steam on SR, L&N, PRR, NYC, Oahu RR, CN & CP and more. Also has diesels on Monon +15 minutes of traction in Texas, WV, more DVD item 006-D, VHS item 006 Don't miss this one! \$39.95

DVD only.



GLORY MACHINES Vol. 3 Hiawathas, C&NW 400, CB&Q Zephyrs in Wisconsin and Chicago Classics such as Rock Island Rockets, IC Green Diamond, PRR and NYC steam at Engelwood and much more! Color and B&W 16mm film from the 1930's - '40's. Item 003-D DVD. \$39.95

DVD or VHS



INDIANA RAILROAD The great interurban that once served Indiana with 600 miles of track. Founded in 1930 abandoned in 1939. New DVD has 34 minutes of added footage not on VHS version. Item SW2-D. \$39.95

DVD only.



MID-AMERICAN GLORY ILLINOIS CENTRAL Steam in IL, IN, KY, IA, MS, Paducah and more + Diesels on passenger & freight trains and Electric Chicago commuter trains. Great steam action! 52 minutes. Mostly color. ICRR sound. DVD item 018-D, \$39.95

DVD or VHS*



PENNSY'S RACETRACK America's greatest electrified railroad and Pennsy's showplace, the Northeast Corridor at it's best with PRR, PC, CR and Amtrak operations from 1940 to 1980. Item 037 VHS or 037-D DVD. \$39.95

* This VHS title is in short supply and will not be re-stocked in VHS once they sell out.

Add \$5.00 p&h for 1 item, \$1.00 for each additional. FL residents add 7.00% tax.

Visa/MC orders call toll free 1 (800) 783-3886

Mail orders enclose check or money order and mail to: Dept C, Herron Rail Video, 2016 N. Village Ave., Tampa, FL 33612

Fax 1 (813) 932-6173

Catalog and many more titles on our Web Site: <http://www.herronrail.com>



